

DOMINION OF CANADA

REPORT

OF THE

DEPARTMENT OF TRADE AND COMMERCE

PART V—GRAIN STATISTICS

COMPILED BY THE INSPECTION BRANCH OF THE DEPARTMENT, OTTAWA

For the Fiscal Year ended March 31, 1916  
The Crop Year ended August 31, 1916 and the  
Season of Navigation ended December 14, 1916

AND

REPORT OF THE BOARD OF GRAIN COMMISSIONERS

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY J. DE L. TACHÉ,  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1917







FORT WILLIAM, ONT., December 27, 1916.

Right Hon. Sir GEO. E. FOSTER, K.C.M.G.,  
Minister of Trade and Commerce,  
Ottawa, Ont.

SIR,—We have the honour to submit the following report as required by section 14, chapter 27, 2 George V, "An Act respecting Grain."

We have the honour to be, sir,

Your obedient servants,

J. P. JONES,  
*Grain Commissioner.*

W. D. STAPLES,  
*Grain Commissioner.*

C. BIRKETT,  
*Secretary.*







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CHAPTER I.

EXAMINERS, STANDARD AND SURVEY BOARDS.

PART I.—BOARDS OF GRAIN EXAMINERS.

1. *Western*.—W. L. Parrish, A. R. Hargraft, G. V. Hastings, D. Horn, Prof. S. A. Bedford, Prof. J. Bracken, Saskatoon; C. N. Bell, Secretary.

2. *Toronto*.—John Carrick, Thos. Flynn, A. O. Hogg, W. D. Matthews, C. B. Watts; F. G. Morley, Secretary.

3. *Montreal*.—A. G. Burton, Jas. Carruthers, C. S. Esdaile, E. S. Jaques, Adam G. Thompson; J. S. Cook, Secretary.

The Board of Grain Examiners for the Eastern Division did not meet during the year ended August 31, 1916.

REPORT OF THE BOARD OF GRAIN EXAMINERS FOR THE WESTERN DIVISION.

WINNIPEG, April 17, 1916.

*Board of Grain Commissioners for Canada:*

DEAR SIRs:—I beg to inform you that, in accordance with your instructions, the Board of Examiners held an examination at Fort William of twenty-eight applicants for certificates of qualification to act as Inspectors and Deputy Inspectors of grain; the examination being held from April 4 to 6, inclusive.

Messrs. S. Spink, W. L. Parrish, G. V. Hastings and Geo. Serls, Chief Grain Inspector, conducted the examination, Messrs. W. L. Parrish and Geo. Serls attending at Fort William.

The examination was based on 102 samples of various grades and descriptions of grain, three marks being allowed for each correct answer to these questions, so that the maximum marks obtainable were 306, of which the Board decided 225 marks must be obtained by the candidate to secure a deputy inspector's certificate, and 255 marks to secure an inspector's certificate.

Twenty-eight candidates presented themselves for examination, of whom three qualified to receive an inspector's certificate and fourteen qualified to receive a deputy inspector's certificate.

I give you below the names of the candidates who successfully passed the examination:

*Inspectors.*

Francis George Ritchie. . . . . Port Arthur, Ont.  
Albert Preston. . . . . Fort William, Ont.  
William Thornber. . . . . " "

*Deputy Inspectors.*

Earl Wellington Cliff. . . . . Fort William, Ont.  
Philip Joseph Smith. . . . . " "  
David Arthur Benson. . . . . " "  
John Donald McQueen. . . . . " "  
Albert Kelly. . . . . Port Arthur, Ont.  
Hector Henry Broomfield. . . . . Fort William, Ont.  
Thomas Morton Ferguson. . . . . " "  
Thomas Edward Irons. . . . . " "  
Clifford E. Robertson. . . . . " "  
John Thomas Wright. . . . . " "  
Herbert Priscott. . . . . " "  
Harold Alexander Thomas. . . . . Port Arthur, Ont.  
Rudolph J. Cousineau. . . . . " "  
James Henry Booth. . . . . " "



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The usual certificates of qualification have been sent to each successful candidate.

If you desire any further information in respect to details of the examination, I shall be pleased to forward you same.

C. N. BELL,

*Secretary.*

## PART II.—THE GRAIN STANDARDS BOARDS.

1. Western.—Peter Ferguson, Tate, Sask.; E. J. Phin, Moosomin, Sask.; Christian Johnson, Baldur, Man.; Jas. Riddell, Rosebank, Man.; D. W. McCuaig, Portage la Prairie, Man.; Hon. W. R. Motherwell, Regina, Sask.; F. W. Sirrett, Minnedosa, Man.; Wm. Lothian, Pipestone, Man.; K. Campbell, Brandon, Man.; W. A. Matheson, Winnipeg, Man.; W. A. Black, Montreal, Que.; T. W. Lines, Strathcona, Alta.; G. R. Crowe, Chairman, Winnipeg, Man.; Thos. A. Crane, Montreal, Que.; A. R. Hargraft, Winnipeg, Man.; M. McLaughlin, Toronto, Ont.; W. H. Fairfield, Lethbridge, Alta.; C. B. Watts, Toronto, Ont.; John I. McFarland, Strathcona, Alta.; Wm. Carson, Calgary, Alta.; D. Horn, Winnipeg, Man.; T. A. Crerar, Winnipeg, Man.; C. N. Bell, Secretary, Winnipeg.

2. Eastern.—Toronto: C. W. Band, Murray Brown, John Carrick, Thos. Flynn, F. W. Hay, A. O. Hogg, W. D. Matthews, J. T. Melady, H. L. Rice, C. B. Watts, D. B. Wood, F. G. Morley, Secretary.

Montreal: H. D. Dwyer, Jos. Quintal, A. P. Stewart, Adam G. Thompson, Norman Wight; J. S. Cook, Secretary.

## COPY OF MINUTES OF WESTERN GRAIN STANDARDS BOARD MEETING.

WINNIPEG, October 2, 1916.

Board of Grain Commissioners for Canada.

DEAR SIR,—I beg to give the following report as to the proceedings at the annual meeting of the Western Grain Standards Board held in Winnipeg on the 28th September last:

President, Hon. W. R. Motherwell, M. McLaughlin, C. Johnson, W. F. Sirrett, C. B. Watts, W. H. Fairfield, K. Campbell, Wm. Lothian, J. W. Scallion, D. W. McCuaig, Peter Ferguson, H. J. Phin, J. I. McFarland, Wm. Carson, W. A. Matheson, A. R. Hargraft, James Riddell and C. N. Bell, Secretary.

In the absence of Mr. G. R. Crowe, Chairman, the meeting elected Hon. W. R. Motherwell to act as chairman.

Resolutions of sympathy were ordered to be sent to the families of the late Messrs. S. Spink, S. A. McGaw, George McCulloch and Senator Finley Young, all of whom died during the past year.

By resolution it was determined that last year's commercial standards for Nos. 4, 5 and 6 wheat be continued and that in the absence of sufficient samples from which to assemble quantities of these grades to be used as standard samples for distribution, such necessary samples be selected by a Committee which the Board appointed under the provisions of Section 88 of The Canada Grain Act.

The Board then selected and approved of commercial grades (in addition to the above) as follows:—

No. 4 Special Minimum Weight 54 pounds.

No. 5       "               "               "               51       "

No. 6 special minimum weight, 48 pounds. These commercial grades were established to meet the production of large quantities of grain shriveled during growth by rust, etc.



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The Board established the following further commercial grades, viz.:—

“Feed Barley” shall include all damaged barley weighing less than 42 pounds to the bushel, in the discretion of the Inspector.

All wheat not fit to be graded as No. 6 shall be graded “Feed” in the discretion of the Inspector.

O. N. BELL,  
*Secretary.*

The Eastern Grain Standards Board did not meet during the year ended August 31, 1916.

## PART III.—GRAIN SURVEY BOARDS.

1. *Winnipeg*.—G. V. Hastings, G. R. Crowe, D. D. Young, W. W. McMillan, W. A. Matheson, W. L. Parrish, Alex. Reid, W. H. McWilliams, Thos. Thompson; C. N. Bell, Secretary.

2. *Calgary*.—Wm. Carson, Angus C. Robertson, C. M. Hall, D. S. Munroe, W. W. Cumming, Arthur Pierson, E. J. Fream, D. O. McHugh, Secretary.

3. *Toronto*.—C. W. Band, Murray Brown, John Carrick, D. O. Ellis, Thos. Flynn, A. O. Hogg, W. D. Matthews, J. T. Melady, H. Shaw, O. B. Watts; F. G. Morley, Secretary.

4. *Montreal*.—C. B. Esdaile, A. G. Burton, Jas Carruthers, E. S. Jaques, Jos. Quintal, Adam G. Thompson; J. S. Cook, Secretary.

## REPORT OF THE WINNIPEG SURVEY BOARD.

Month.	No. of Surveys Held.	No. of Cars Raised.	No. of Cars Lowered.	No. of Cars Sustained.
1915.				
September.....	9	0	0	9
October.....	31	4	0	27
November.....	72	4	3	65
December.....	43	2	1	40
1916.				
January.....	15	0	1	14
February.....	15	1	0	14
March.....	12	1	1	10
April.....	10	1	1	8
May.....	14	0	3	11
June.....	10	0	2	8
July.....	8	0	1	7
August.....	9	3	0	6
Total.....	248	16	13	219

C. N. BELL,  
*Secretary.*



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REPORT OF THE CALGARY SURVEY BOARD.

Month.	No. of Surveys Held.	No. of Cars Raised.	No. of Cars Lowered.	No. of Cars Sustained.
1915.				
September	11	2	0	9
October	17	3	1	13
November	5	2	1	2
December.....	11	4	0	7
1916.				
January	7	4	0	3
February.....	5	0	0	5
March.....	10	1	0	9
April.	2	0	0	2
May..	0	0	0	0
June.....	1	0	0	1
July.....	1	0	0	1
August	4	1	1	2
Total.....	74	17	3	54

D. O. McHUGH,  
*Secretary.*

REPORT OF THE TORONTO SURVEY BOARD—SEPTEMBER 1, 1915, TO  
AUGUST 31, 1916.

During this year 39 surveys were held, of which number 19 were raised, one lowered, and 19 sustained.

REPORT OF THE MONTREAL SURVEY BOARD.

During the year 1st of September, 1915, to 31st of August, 1916, the Montreal Survey Board was not called upon to hold any surveys.



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## CHAPTER II.

## REPORT OF THE CHIEF INSPECTOR, GEO. SERLS.

*To the Board of Grain Commissioners:*

GENTLEMEN,—As Chief Inspector I herewith enclose my annual report for the crop year 1915-16.

## WESTERN DIVISION.

This crop (1915) was the largest ever handled by the inspection staff, in fact, nearly double that of any previous crop. The total number of cars inspected being 354,039 against 122,832 for the crop year 1914-15.

As the harvest was later than the year previous, the heavy movement of grain did not start until the middle of September. It then came with a rush and continued up to the end of August. This necessitated the keeping of a large staff all the year.

The quality of the crop was good, 80 per cent of it grading into the contract grades.

## EASTERN DIVISION.

In the eastern division the amount of work done was slightly in excess of the year previous, and under the careful supervision of Inspector A. A. Bowen, the deficit has been reduced considerably.



CHAPTER III.

REPORT OF THE REGISTRAR.—GEO. SERLS.

*To the Board of Grain Commissioners:*

GENTLEMEN,—As Chief Registrar I herewith submit my annual report on the work done by this department for the crop year 1915-16.

Owing to the exceptionally large crop, the work of this Branch was greatly in excess of all previous years.

The office staff at Winnipeg and Fort William were taxed to their limit to avoid delay in returning the registered warehouse receipts to the terminal elevator companies.

The totals for the year were registered 378,066,848 bushels, cancelled 367,484,316 against 110,534,871 bushels registered and 113,108,461 bushels cancelled for the crop year 1914-15.

The total bushels of each kind of grain registered and cancelled including the Canadian Government terminal elevators were:—

Registered wheat.. . . .	284,878,453
“    oats.. . . .	76,919,110
“    barley.. . . .	9,823,803
“    flax.. . . .	5,380,877
Mixed grain.. . . .	1,048,841
rye.. . . .	15,704
Cancelled wheat.. . . .	278,983,924
“    oats.. . . .	72,816,407
“    barley.. . . .	9,556,792
“    flax.. . . .	5,394,379
Mixed grain.. . . .	717,991
rye.. . . .	14,823

Owing to the stocks in the terminal elevators being so large on July 31, and the receipts unusually heavy for that time of the year, it seemed almost impossible that a weigh-up would be attempted. Therefore the usual statements of outstanding warehouse receipts of the different terminal elevator companies on July 31, were not prepared.

However conditions changed the latter part of August and the weigh-up started. Statements are being prepared as they are asked for by the Chief Weighmaster's staff.



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## CHAPTER IV.

## REPORT OF THE CHIEF WEIGHMASTER.—J. G. WHITE.

*To the Board of Grain Commissioners:*

GENTLEMEN.—Herewith I beg to submit my report for the year ending August 31, 1916.

## SCALES.

There are in the elevators at Fort William and Port Arthur 166 scales, an increase of 10 over last year.

During the year the Mutual Elevator Company erected a 500,000 bushel house installing (3) 60 ton hopper scales. The N. M. Paterson Company, and Davidson and Smith's also increased their storage and each added a 60 ton scale to their equipment, and (5) platform scales were brought under my inspection.

There are at the Government Interior Terminals at Moosejaw, Saskatoon, and Calgary, (18) 60 ton hopper, (6) automatic, and (5) platform scales, and at the Vancouver terminal (3) 60 ton hopper, and (3) 5 ton automatic shipping scales, and (4) automatic bagging scales, making a total of (205) scales, an increase of (23) over last year under my supervision, and subject to my inspection.

(See detailed statement attached).

## SCALE INSPECTION.

The above scales, with the exception of Vancouver inspected once, have all been subjected to a rigid inspection twice during the crop year of 1915-16, one inspection before the opening of navigation, and one before the movement of the new crop.

One of these inspections was carried out officially as Inspector of Weights and Measures for the Department of Inland Revenue, and for this inspection, certificates of verification were issued, and fees covering inspection were collected and remitted to the proper officers as follows:—

For Fort William and Port Arthur to R. McKay, Winnipeg. . . .	\$ 845 75
" Moosejaw to D. J. McLean, Regina. . . . .	37 80
" Saskatoon to C. W. Johnston, Saskatoon. . . . .	37 20
" Calgary to J. W. Costello, Calgary. . . . .	37 80
" Vancouver to J. J. Dutton, Vancouver. . . . .	78 20
Making total collections of. . . . .	<u>\$1,036 75</u>

The above is the Annual inspection as provided for by regulation (13) of the Weights and Measures Act.

In addition to the Annual inspection, I have, as Chief Weighmaster for the Board, made a second inspection during the year of all Scales in the Elevators under my jurisdiction both at Fort William, Port Arthur, and the Government Interior Terminals. For this inspection there was no charge, it being made to insure the continued accuracy of the Scales. There was also a large number of special tests made where the accuracy of weights was questioned.



SCALE REPAIRS.

A Scale Mechanic is still in the employ of the Elevator Companies at Fort William and Port Arthur, enabling me to keep all Scales accurate and in first class condition. The constant handling in removing the hand weights after each draft causes more or less wear on the weights, and arrangements are under way with the Elevator Companies to furnish the mechanic with a testing Scale, so that the weights may be tested more frequently. Any adjustments or alterations are made under my supervision, and the scales are fully tested before being allowed into use.

EASTERN SCALE INSPECTION.

The Inspection of Scales in the Elevators at the Bay Ports and Eastern Terminals is made semi-annually by Mr. A. A. Bowen, Inspector and Weighmaster for the Eastern Division, with headquarters at Montreal, who forwards to the Chief Weighmaster's Office for the information of the Board, a monthly report of all scales inspected or rejected by him, and an annual report covering all his inspections for the year.

WEIGHING STAFF.

The number of employees on the Weighing Staff on September 1, 1915, was:

Port Arthur and Fort William.. . . .	56
Increased during fall rush.. . . .	42
Total.. . . .	98
Laid off at close of navigation.. . . .	29
	69
Re-engaged, May, 1916.. . . .	21
At Fort William and Port Arthur, September 1, 1916.. . . .	90
At Kenora.. . . .	1
At Keewatin.. . . .	1
At Winnipeg.. . . .	12
At Moosejaw.. . . .	1
At Saskatoon.. . . .	2
At Medicine Hat.. . . .	2
At Calgary.. . . .	3
At Edmonton.. . . .	1
At Vancouver.. . . .	2
Total.. . . .	115

The salaries of 10 weighmen at Western points are guaranteed by the Firms for whom the weighing is done.

Owing to the exceptionally heavy crop some of the Elevators were operated day and night, and extra men had to be added to the Weighing Staff to keep up with the work.

Since the commencement of the war (11) weighmen at the Head of the Lakes applied for and were granted leave of absence to enlist for active service. Most of them have been on the fighting line; (2) have been killed in action, and (3) are now in hospital from wounds.

A number of returned soldiers have been given employment on the staff.



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WEIGHING.

Receiving from cars :

During the crop year ending August 31, 1916, there has been weighed into the Fort William and Port Arthur Elevators 265,436 cars of grain from the West, approximating 354,705,000 bushels, not including transfer cars.

WEIGHING TO VESSELS.

From September 1, 1915, to August 31, 1916, there was weighed to vessels 1,849 cargoes, amounting to 330,563,660 bushels of all grades, 12,458,833 pounds of mixed grain, and 74,325 tons of Elevator screenings. The above does not include shipment by cars, details of which will be found in the report of the Statistician, but it is safe to say that over 700 million bushels were weighed at the Head of the Lakes during the last crop year.

LEAKING CARS.

The number of cars reported leaking on arrival at the Elevators for the year is shown by the following statement :

STATEMENT—Of Leaking Cars Reported During Crop Year from September 1, 1915, to August 31, 1916.

Month.	Via C.P.R.	Via C.N.R.	Via C.G.R.	Total.
1915.				
September	1,371	450	30	1,851
October	1,993	755	75	2,823
November	2,060	366	50	2,476
December	1,167	223	34	1,424
1916.				
January	339	105	26	470
February	273	61	33	367
March	449	74	29	552
April	440	150	26	616
May	791	382	44	1,217
June	760	410	29	1,199
July	629	417	38	1,084
August	512	237	8	757
	10,784	3,630	422	14,836

In all the above cases the shipper was promptly notified, which not only enabled him to obtain settlement, but also prevented these complaints of shortage being sent to the Chief Weighmaster for investigation.

In answer to requests from shippers, line Elevator Companies, Railways, and Grain Brokers, many thousands of reports on the condition of cars upon arrival, have been sent out involving almost continuous work of a clerk for this purpose.



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STATEMENT—Showing Number of Cars Arriving at Fort William and Port Arthur With Defective Seals During Crop Year Commencing September 1, 1915, to August 31, 1916.

Month.	Via C.P.R.	Via C.N.R.	Via G.T.P.
1915.			
September	1,167	75	24
October	3,021	156	199
November	3,512	222	184
December	2,127	181	135
1916.			
January	500	71	42
February	344	18	49
March	547	42	53
April	675	92	41
May	2,357	183	37
June	1,798	221	25
July	1,721	260	39
August	1,780	199	23
	19,549	1,720	851

Summary—Via C.P.R. .... 19,549  
 Via C.N.R. .... 1,720  
 Via G.T.P. .... 851

Total for three roads ..... 22,120

Total number of cars unloaded ..... 265,436

Average number arriving with defective seals, 12 per 1,000 cars.

#### SHORTAGES—VESSELS.

Of the year's shipments by vessels there was carried to American ports, 192,588,364 bushels; and to Canadian ports, 137,975,296 bushels.

The shortages reported on the out-turns of cargoes to American ports are much greater than the shortages reported on out-turns to Canadian ports.

These cargoes in both cases were weighed and loaded under close state supervision, with all spouts from scales locked on shipping bins and the keys in the possession of Government officials who are held responsible, not only for accurate weighing, but also for the delivery of the grain from the shipping bins to the vessel, and who promptly report any spill or accident that may occur during loading.

At destination these cargoes were weighed into the unloading elevators by the companies own weighmen, who frequently work long hours at top speed, and in most cases without check or supervision, and it is upon out-turns thus obtained that the reports of shortages are based.

Comparing the two systems it would appear that weights obtained under State supervision should be taken in preference to weights at unloading houses obtained as above noted.

There has been many complaints of shortages received. These together with all out-turns showing a shortage, beyond the natural shrinkage have been investigated, and in most cases it was found that the weights were correct, and that the vessels had received the proper amount of grain.

Three cases of shortages were accounted for by spills from the loading spouts, and settlement was made for 735 bushels of wheat covering these shortages.

#### SHORTAGES—CARS.

There were 265,436 cars unloaded at the lake terminals during the year, not including transfer cars. The percentage of complaints have been less than in previous years owing to a closer watch being kept for leaking cars, and the shipper being notified.



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All complaints received have been investigated and reported on. There were (14) adjustments secured amounting to 1,250 bushels, and adjustments of over 3,500 bushels made on cars mixed at unloading. A number of shippers were advised that carriers were responsible. There were many claims where the responsibility could not be placed, as the elevators gave credit for all the grain in the cars at unloading, and shortages may have been due to cars leaking and co-operated while in transit, and a great number of complaints of shortages were based on estimates of the amount the car should contain without the grain having been weighed, and investigation showed no grounds for the claim.

There is still considerable pilfering from the cars in the yards notwithstanding the efforts of the railways to suppress it.

The sweeping of cars carried out last season was discontinued, the amount of grain recovered not being sufficient to warrant the expense of keeping it up.

## ANNUAL WEIGH-UP.

By direction of the Board, and in accordance with the provision of the Grain Act, the annual weigh-up, or audit of all grain in store in the terminal elevators at Port Arthur, and Fort William (excepting Ogilvie's) was carried out commencing on August 23, and finishing on October 13. The work was done by competent men selected from the weighing staff, under the immediate supervision of the chief, and assistant weighmasters, all the grain in the elevators being carefully weighed and transferred, and a true record of the weights so obtained at each elevator was forwarded to the Board. Owing to the exceptionally large amount of grain in store, and the great number of different grades, the work involved the weighing and handling of over ten million bushels, working most of the time from 7 a.m. to 10 p.m. Sundays included.

The grain in Ogilvie's elevator was not audited on account of there being over a million bushels in store, and only (2) scales of small capacity on which it could be weighed, and as in auditing this house it is necessary to elevate the grain twice, it was found impossible to carry out the weigh-up, as the men employed on this work were required to take care of the new crop arriving.

The Annual Inspection of Scales, and the weigh-up in the Government Interior Elevators at Moosejaw, Saskatoon, and Calgary, was done under my supervision commencing September 22 and finished October 2, and the records of the Audit were forwarded to the Board.

## ORGANIZATION.

The Weighing Staff has been thoroughly organized.

In each Terminal there is a receiving weighman who has charge of the weighing of all cars taken in, and who issues Certificates of weight for the same. There is also a shipping weighman who has charge of the weighing of all grain shipped out, and in the larger houses where it is impossible for him to look after the weighing, and the grain in transit from the scales to the vessels, assistants have been put on whose duty is to check, and lock all spouts on the proper shipping bins, to be responsible for the sounding and clearing of all shipping bins, and to assist the weighmen in shaking out the scales between drafts, and to send in a special report on the loading of each cargo.

On the completion of a shipment, the weights of the Government Weighman and the Company's Weighman, are checked against each other, and with the scale tickets punched for each draft, after which the Government weights and the scale tickets are at once sent in to the Chief Weighmaster's Office, where the drafts and additions are again checked and compared with the punched tickets before certificates of weight for the cargo are issued.

The system and method of checking all work is complete. My assistant, Mr. Hollinshead, spends all his time in the Elevators, supervising the work of the men and instructing them in their duties. Every precaution is being taken to get correct weights.



7 GEORGE V, A. 1917

## BOARD OF GRAIN COMMIS

## REPORT of Scale Inspection in Elevators at Fort

Name of Elevators.	Date of Construction.	Structure.	Number of Scales.	Make.	Capacity.
<i>Terminals.</i>					lbs.
G.T.P....	1910	Steel and concrete	10 Hoppers	Gurney	120,000
Western	1909	Tile and concrete	3 Hoppers	Fairbanks	96,000
			4 Hoppers.....	Fairbanks...	120,000
			1 Automatic.	Fairbanks	360
			1 Automatic.	Fairbanks	180
Fort William "F"	1913	Brick and concrete	6 Hoppers	Gurney	96,000
			3 Hoppers.....	Gurney	120,000
Consolidated	1905	Tile and concrete	3 Hoppers	Fairbanks	96,000
			3 Hoppers.....	Gurney.....	120,000
C.P.R. "D"	1889	Tile, steel and concrete	4 Hoppers	Gurney	120,000
			4 Hoppers.....	Gurney.....	96,000
			3 Hoppers.....	Fairbanks	96,000
			5 Hoppers.....	Gurney	60,000
Ogilvie's	1908	Steel and concrete	2 Hoppers	Fairbanks	30,000
			4 Hoppers.....	Gurney	120,000
Grain Growers "B".....	1903	Tile and Steel.....	8 Hoppers.....	Fairbanks...	100,000
Grain Growers "E".....	1903	Steel	2 Hoppers	Fairbanks	72,000
Eastern "A"	1887	Wood, metal clad	6 Hoppers	Fairbanks	30,000
			1 Hopper.....	Fairbanks	60,000
			8 Hoppers.....	Fairbanks....	42,000
Eastern "C"	1892	Wood, metal clad	2 Hoppers	Fairbanks	60,000
Empire.....	1904	Wood, metal clad, and tile	8 Hoppers.....	Fairbanks	96,000
Dominion Government.	1913	Brick and concrete.....	10 Hoppers.....	Fairbanks	120,000
Thunder Bay	1908	Wood and concrete	3 Hoppers	Fairbanks	96,000
			3 Hoppers.....	Fairbanks	120,000
Canadian Northern "A"	1902	Wood and tile.....	10 Hoppers.....	Fairbanks.	84,000
Canadian Northern "B"	1905	Wood and tile	10 Hoppers	Fairbanks	84,000
Horn's	1882	Wood, metal clad, and tile.	2 Hoppers	Fairbanks	30,000
			2 Hoppers	Fairbanks	42,000
			1 Hopper.....	Fairbanks	42,000
<i>Hospitals.</i>					
Black's.	1910	Wood, metal clad	1 Hopper	Gurney	12,000
Mutual	1916	Wood and concrete.	3 Hoppers	Gurney	120,000
Paterson's "K"	1913	Wood, metal clad...	1 Hopper.....	Fairbanks.	30,000
			1 Hopper.....	Fairbanks	48,000
			1 Platform.....	Fairbanks	2,000
			1 Automatic..	Fairbanks	360
Paterson's "O".	1914	Wood, metal clad...	2 Hoppers.....	Fairbanks	60,000
Annex....	1916	Wood, metal clad	1 Hopper	Gurney	120,000
Superior	1912	Wood, metal clad	1 Hopper	Gurney	36,000
			1 Hopper	Gurney	42,000
			1 Automatic.	Richardson...	180
Western	1915	Concrete	1 Hopper	Fairbanks	30,000
			1 Hopper.....	Fairbanks.	30,000
Dwyer's	1913	Wood and concrete	2 Hoppers	Howe.	30,000
			1 Platform.....	Fairbanks	600
			1 Automatic.	Richardson...	180
Bole's	1913	Wood and concrete	1 Hopper	Gurney.	12,000
			1 Automatic.	Richardson...	180
			1 Platform.....	Burrows-Stewart & Milne	600
Muirhead's	1912	Wood, metal clad...	1 Hopper.	Fairbanks...	12,000
			1 Automatic.	Richardson	180
			1 Platform.....	Fairbanks...	400
Merchants Grain Co	1912	Wood, metal clad	1 Hopper.....	Fairbanks	12,000
			1 Automatic	Fairbanks...	180
			1 Platform.....	T. Eaton	1,200
			1 Platform	Fox	1,000
Davidson & Smith.....	1914	Birch and concrete.....	1 Hopper.....	Gurney	96,000
			1 Hopper.....	Gurney.....	120,000
			1 Hopper.....	Gurney.....	120,000
National.....	1915	Wood, metal clad.....	1 Hopper.....	Fairbanks	60,000



SESSIONAL PAPER No. 10d

SIONERS FOR CANADA.

William and Port Arthur, Year 1916.

Ship- ping.	Re- ceiv- ing.	Date Installed.	Inland Revenue Inspection.	Fees.	Board Inspections —No charge.	Tested.
				\$ cts.		
5	5	1910	Annually	60 00	Semi-annually..	No set time—as occasion calls for.
3		1909	Annually	18 00	Semi-annually..	As occasion calls for.
	4	1914	Annually	24 00	Semi-annually..	As occasion calls for.
		1914	Annually.....	0 45	Semi-annually..	As occasion calls for.
		1914	Annually.....	0 30	Semi-annually..	As occasion calls for.
6		1913	Annually	36 00	Semi-annually..	As occasion calls for.
	3	1913	Annually	18 00	Semi-annually..	As occasion calls for.
3		1909	Annually.....	18 00	Semi-annually..	As occasion calls for.
	3	1911	Annually	18 00	Semi-annually..	As occasion calls for.
	4	1908	Annually	24 00	Semi-annually..	As occasion calls for.
4		1908	Annually	24 00	Semi-annually..	As occasion calls for.
3		1899	Annually....	18 00	Semi-annually..	As occasion calls for.
5		1914	Annually.....	19 50	Semi-annually..	As occasion calls for.
2		1907	Annually.....	7 80	Semi-annually..	As occasion calls for.
	4	1915	Annually.....	24 00	Semi-annually..	As occasion calls for.
4	4	1908	Annually.....	48 00	Semi-annually..	As occasion calls for.
2		1903	Annually.....	12 00	Semi-annually..	As occasion calls for.
6		1887	Annually.....	23 40	Semi-annually..	As occasion calls for.
1		1887	Annually.....	3 90	Semi-annually..	As occasion calls for.
	8	1887	Annually.....	31 20	Semi-annually..	As occasion calls for.
2		1892	Annually.....	7 80	Semi-annually..	As occasion calls for.
4	4	1904	Annually.....	48 00	Semi-annually..	As occasion calls for.
5	5	1913	Annually	64 00	Semi-annually..	As occasion calls for.
3		1908	Annually.....	18 00	Semi-annually..	As occasion calls for.
	3	1908	Annually.....	18 00	Semi-annually..	As occasion calls for.
5	5	1902	Annually	60 00	Semi-annually..	As occasion calls for.
5	5	1905	Annually.....	60 00	Semi-annually..	As occasion calls for.
2		1882	Annually.....	7 80	Semi-annually..	As occasion calls for.
	2	1882	Annually.....	7 80	Semi-annually..	As occasion calls for.
1		1905	Annually	3 90	Semi-annually..	As occasion calls for.
Ship.	& Re.	1910	Annually.....	2 10	Semi-annually..	No set time—as occasion calls for.
2	1	1916	Annually.....	30 00	Semi-annually..	As occasion calls for.
1		1913	Annually	3 90	Semi-annually..	As occasion calls for.
	1	1913	Annually.....	3 90	Semi-annually..	As occasion calls for.
		1914	Annually.....	0 60	Semi-annually..	As occasion calls for.
Bagg'r		1914	Annually.....	0 55	Semi-annually..	As occasion calls for.
1	1	1914-15	Annually.....	7 80	Semi-annually..	As occasion calls for.
1		1916	Annually.....	10 00	Semi-annually..	As occasion calls for.
1		1912	Annually.....	3 90	Semi-annually..	As occasion calls for.
	1	1912	Annually.....	3 90	Semi-annually..	As occasion calls for.
Bagg'r		1913	Annually	1 10	Semi-annually..	As occasion calls for.
1		1915	Annually.....	3 90	Semi-annually..	As occasion calls for.
	1	1915	Annually.....	3 90	Semi-annually..	As occasion calls for.
1	1	1913	Annually.....	7 80	Semi-annually..	As occasion calls for.
		1913	Annually	0 60		As occasion calls for.
Bagg'r		1913	Annually.....	1 10	Semi-annually..	As occasion calls for.
Ship.	& Re.	1913	Annually.....	2 10	Semi-annually..	As occasion calls for.
Bagg'r		1913	Annually.....	1 10	Semi-annually..	As occasion calls for.
		1913	Annually	0 60		As occasion calls for.
		1912	Annually	2 10	Semi-annually....	As occasion calls for.
Ship.	& Re.	1913	Annually	1 00	Semi-annually..	As occasion calls for.
Bagg'r		1913	Annually	0 45		As occasion calls for.
		1912	Annually.....	2 10	Semi-annually..	As occasion calls for.
Ship.	& Re.	1913	Annually.....	0 30	Semi-annually..	As occasion calls for.
			Annually	0 60		As occasion calls for.
			Annually	0 60		As occasion calls for.
1		1914	Annually	6 00	Semi-annually..	As occasion calls for.
	1	1914	Annually.....	6 00	Semi-annually....	As occasion calls for.
1		1916	Annually.....	10 00	Semi-annually..	As occasion calls for.
Ship.	& Re.	1915	Annually.....	3 90	Semi-annually..	As occasion calls for.



7 GEORGE V, A. 1917

BOARD OF GRAIN COMMIS

REPORT of Scale Inspection in Government Elevators at

Name of Elevators.	Date of Construction.	Structure.	Number of Scales.	Make.	Capacity.
Canadian Government Terminals at:					lbs.
Moosejaw, . . . . .	1914	Brick and concrete . . . . .	6 Hoppers. . . . . 2 Automatic. . . . . 2 Platform. . . . .	Fairbanks Fairbanks. . . . . Gurney. . . . .	120,000 180 1,200
Saskatoon	1914	Brick and concrete . . . . .	6 Hoppers. . . . . 2 Automatic. . . . . 1 Platform. . . . .	Gurney. . . . . Fairbanks. . . . . Fairbanks. . . . .	120,000 180 600
Calgary	1915	Brick and concrete . . . . .	6 Hoppers. . . . . 2 Automatic. . . . . 2 Platform. . . . .	Fairbanks Fairbanks. . . . . Fairbanks. . . . .	120,000 180 600
Vancouver	1916	Brick and concrete . . . . .	3 Hoppers . . . . . 3 Automatic. . . . . 4 Automatic. . . . .	Fairbanks. . . . . Richardson. . . . . Richardson. . . . .	120,000 10,000 180



SESSIONAL PAPER No. 10d  
SIONERS FOR CANADA.

Saskatoon, Moosejaw, and Calgary, also Vancouver, Year 1916.

Ship- ping.	Re- ceiv- ing.	Date Installed.	Inland Revenue Inspection.	Fees.	Board Inspections —no charge.	Tested.
				\$ cts.		
3	3	1914	Annually	36 00	Semi-annually....	No set time— As occasion calls for.
Bagg'r s.....		1914	Annually...	0 60	Semi-annually..	As occasion calls for.
		1914	Annually....	1 20	Semi-annually	As occasion calls for.
3	3	1914	Annually...	36 00	Semi-annually	As occasion calls for.
		1914	Annually....	0 60	Semi-annually	As occasion calls for.
		1914	Annually...	0 60	Semi-annually	As occasion calls for.
3	3	1915	Annually....	36 00	Semi-annually....	As occasion calls for.
		1915	Annually...	0 60	Semi-annually....	As occasion calls for.
		1915	Annually.....	1 20	Semi-annually...	As occasion calls for.
1	2	1916	Annually...	30 00	Semi-annually....	As occasion calls for.
3		1916	Annually...	42 00	Semi-annually	As occasion calls for.
Bagg'r s.....		1916	Annually.....	6 20	Semi-annually....	As occasion calls for.

J. G. WHITE,  
Chief Weighmaster and Inspector of Weights and Measures.



CHAPTER V.

REPORT OF LICENSING AND BONDING FOR THE CROP YEAR 1915-16.

In accordance with the provisions of law, 3422 applications for licenses were received by this branch during the season ending August 31, 1916, an increase of 460 over the previous season. A gross revenue of \$18,115 was received in this connection, but this sum was reduced to \$17,990, as license fees to the extent of \$125 were refunded on account of eighteen applications having been withdrawn before licenses had been issued.

The following statement shows the revenue received from license fees during the last eight years:—

Season Sept. 1 to Aug. 31 following.	No. Applications received.	Fees.
		\$ cts.
1908-09...	1,808	3,616 00
1909-10..	2,146	4,292 00
1910-11	2,111	4,222 00
1911-12	2,326	4,652 00
1912-13..	2,579	5,158 00
1913-14...	2,854	15,200 00
1914-15...	2,962	15,795 00
1915-16..	3,422	17,990 00

LICENSES ISSUED TO GRAIN COMMISSION MERCHANTS,  
TRACK BUYERS AND ELEVATORS.

STATEMENT showing number and kind of licenses issued during the seasons 1904-1905 to 1915-1916 (both inclusive).

Kind.	1904-5	1905-6	1906-7	1907-8	1908-9	1909-10	1910-11	1911-12	1912-13	1913-14	1914-15	1915-16
Country Elevs. and warehouses					1,495	1,841	1,766	1,972	2,267	2,552	2,636	3,013
Terminal elevators....	1,02	21,118	1,327	1,363	26	31	36	34	23	14	13	13
Hospital elevators....										13	18	19
Public elevators.....										20	18	18
Space in country elev'rs.	59	52	32	28	24	12	55	58	19	3	7	10
Commission Merchants.	65	69	72	71	71	76	75	84	91	91	92	111
Track Buyers.....	119	121	154	158	140	149	130	123	146	137	140	195
Totals.....	1,265	1,360	1,585	1,620	1,756	2,109	2,062	2,271	2,546	2,830	2,924	3,379



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SUMMARY by provinces, showing the number and capacity of elevators and warehouses handling western grain during the license year 1915-1916.

Province.	Stations.	Elevators.	Warehouses.	Capacity.
				Bushels.
Manitoba—				
Country Elevators.....	348	682	6	22,113,000
Interior Hospital Elevators.....	(2)	5		545,000
Interior Terminal Elevators.....	1	1		1,000,000
	349	688	6	23,658,000
Saskatchewan—				
Country Elevators.....	710	1,782	1	52,943,000
Interior Hospital Elevators.....	(2)	2		7,000,000
	710	1,784	1	59,943,000
Alberta—				
Country Elevators.....	249	525	11	18,807,000
Interior Hospital Elevators.....	(1)	2		280,000
Interior Terminal Elevators.....	(1)	1		2,500,000
	249	528	11	21,587,000
British Columbia—				
Country Elevators.....	5	6	1	459,000
Terminal and Public Elevators.....	(1)	2		1,266,000
	5	8	1	1,725,000
Ontario—				
Country Elevators.....	1	1		40,000
Milling Elevators.....	1	3		1,700,000
Terminal Elevators.....	4	13		41,350,000
Hospital Elevators.....	(3)	12		1,735,000
	6	29		44,825,000
Total Western Inspection Division.....	1,319	3,037	19	151,738,000
Public Elevators—				
Ontario.....	11	14		18,350,000
Quebec.....	2	5		8,400,000
New Brunswick.....	1	2		2,000,000
Nova Scotia.....	1	1		500,000
Total, Eastern Inspection Division.....	15	22		29,250,000
Grand Total.....	1,334	3,059	19	180,988,000



(B) LOADING PLATFORMS.

During the year 1915 the Board received a considerable number of petitions for the erection and extension of grain loading platforms. As a result, however, of war conditions, shortage of labour and light crops in many districts, the Board had to refuse many applications.

Orders were issued for the erection of grain loading platforms at the following points:—

Point.	Province.	Railway.	Size.
Brisbin.....	Saskatchewan.....	C. N. R.....	2 car.
Carlton....	Saskatchewan.....	C. N. R..	2 car.
Commerce....	Alberta.....	Chinook Coal Company .	4 car.
Le Ross.....	Saskatchewan.....	G. T. P.....	2 car.
Narcisse... ..	Manitoba....	C. N. R.....	2 car.
Pine River.....	Manitoba.....	C. N. R.....	2 car.
Switzer Siding. . . . .	Manitoba.....	C. P. R.....	2 car.
Volmer.....	Alberta.....	C. N. R..	2 car.

While requests for erection of platforms at the following points were refused:—Eldred, Martin, Spur, siding between Strathmore and Cheadle.

Loading platforms were ordered extended at:—

Point.	Province.	Railway.	Extended Size.
Buchanan... .	Saskatchewan.....	C. N. R. . . . .	4 car.
Barr .....	Manitoba...	G. T. P.....	6 car.
Berton.....	Manitoba.....	C. N. R.....	4 car.
Chinook. . . . .	Alberta....	C. P. R....	4 car.
Dunmore . . . . .	Alberta....	C. P. R. . .	4 car.
Elm Creek . . . . .	Manitoba...	C. P. R.....	4 car.
Edam.....	Saskatchewan.....	C. N. R..	4 car.
Edgerton. ....	Alberta.....	G. T. P. . . . .	4 car.
Horizon . . . . .	Saskatchewan. . . . .	C. P. R.....	4 car.
Hatton.....	Saskatchewan....	C. P. R....	4 car.
Lawson... . . . .	Saskatchewan.....	G. T. P....	4 car.
Mikado... . . . .	Saskatchewan.....	C. N. R...	4 car.
Peigan Siding . . . . .	Alberta.....	C. P. R.....	2 car.
Poplar Point.....	Manitoba.....	C. P. R.....	4 car.
Prussia... . . . .	Saskatchewan. . . . .	C. P. R....	4 car.
Retlaw . . . . .	Alberta.....	C. P. R....	4 car.
Rhein.. . . .	Saskatchewan. . . . .	C. N. R..	4 car.
St. Agathe. . . . .	Manitoba...	C. N. R..	4 car.
St. Claude.. . . .	Manitoba...	C. P. R.....	4 car.
Winnifred.. . . .	Alberta.....	C. P. R.....	4 car.

While requests from the following points were refused:—Clearwater, Cedoux, Cadillac, Dalzell Siding, Domain, Etizikom, Edwin, Gallivan, Gilroy, Grandview, Iddesleigh, Kipling, Lavenham, Minitonas, Myra, Otterburne, Rhein, Stoney Beach, St. Rose du Lac, and Tuffnell.



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## (C) TEMPORARY AGENTS AT FLAG STATIONS.

Under section 195 of The Canada Grain Act, the Board is empowered to order the railway to provide temporary agents at flag stations, whose duties are enumerated hereunder.

(1) To keep open for the use of shippers at all times during the day a car order book, as provided under this part, in which orders for cars may be entered, in accordance with the provisions of this part.

(2) When loading of cars is completed, to seal such car or cars.

(3) To provide shippers with the regular form of grain shipping bill, and

(4) When such grain shipping bill is properly filled out by the shipper, to hand it to the conductor of the train that picks up such car or cars, or place it where such conductor may get it.

Seventeen applications for the appointment of temporary agents were received by the Board during the crop year 1915-16, and by virtue of the above provision of law the railway companies were instructed to appoint temporary agents at the following points:—

*On Canadian Pacific Railway—*

Bradshaw.. . . .	Alberta.
Ensign.. . . .	"
Raley.. . . .	"
Red Jacket.. . . .	Saskatchewan.

*On Canadian Northern Railway—*

Aberfeldy.. . . .	Saskatchewan.
Bratton.. . . .	"
Bryant.. . . .	"
Dropmore.. . . .	Manitoba.
Hardy.. . . .	Saskatchewan.
Kelsey.. . . .	Alberta.
Moreland.. . . .	"
Naisberry.. . . .	Saskatchewan.
Rosalind .. . . .	Alberta.
Stanmore.. . . .	"
Silverton.. . . .	Manitoba.
Wordsworth.. . . .	Saskatchewan.

*On Grand Trunk Pacific Railway—*

Meacham.. . . .	Saskatchewan.
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## (D) CARS OUT OF TURN.

By virtue of section 207 of the Canada Grain Act, the Board is accorded certain discretionary powers in connection with the supplying of cars for the shipment of grain at country points.

During the crop year 1915-16 the Board ordered 3,450 cars to be supplied out of turn for the relief of elevators in danger of collapse, for the shipment of seed grain and for grain in danger of deterioration, owing to climatic conditions and insufficient storage accommodation on the farms and at country points.

In addition to these, several hundred cars were ordered out of turn by travelling inspectors in the employ of the Board. Many applications were delivered by applicants direct to our inspectors and all deserving cases were relieved.

## (E) COMPLAINTS.

During the crop year 1915-16 the Board dealt with 552 complaints as follows:—

<i>Re</i> Inspection and grading of grain.. . . .	51
Weighing of grain ex western points.. . . .	34
Shipments ex country elevators.. . . .	166
Sales of grain.. . . .	202
Sales of grain (future delivery).. . . .	52
Miscellaneous.. . . .	47



## (F) DEFAULTS.

1.—*D. C. McDonald, Russell, Man.*

Mr. McDonald was licensed and bonded to operate as a track buyer and country warehouseman at Russell, Man., during the season 1914-15. The amount of the track buyer's bond was \$5,000 while that of the country warehouse bond was \$6,600, the sureties in each case being the Employers' Liability Assurance Corporation, Limited, of London, England.

Claims to the extent of approximately \$10,000 were filed by six parties against the country warehouse bond. The Board fully investigated the various claims at a public session and on June 12, 1916, issued the following ruling:—

Evidence was adduced which showed clearly that the transactions involved did not come within the scope of a track buyer's bond. The evidence submitted indicated that the transactions were sales, with the price not fixed. Storage tickets were issued in accordance with The Canada Grain Act, and the grain was sold at a fixed price but no cash tickets were issued.

The question arises as to whether a transaction of this nature comes within the scope of a country elevator bond. This bond is to guarantee that the maker thereof will act as warehouseman in accordance with The Canada Grain Act.

The transactions in question were not in the opinion of the Board in accordance with the duties assigned to warehousemen under The Canada Grain Act; and therefore, the bond is not applicable.

Further claims against Mr. McDonald have since been received but it has not yet been determined whether they come under the bonds.

2.—*Charles E. Tainter, Taber, Alberta.*

Mr. Tainter was licensed and bonded to operate as a track buyer of grain during the season 1915-16.

His bond which was for the sum of five thousand dollars (\$5,000) was completed by the London Guarantee and Accident Co., Limited, of London, England.

It was on March 27, 1916, that the Board heard of the first claim, the surety company also being notified on that date that there was likely to be a default. In the meantime the Board, through one of its travelling inspectors, instituted inquiries regarding the operations of Mr. Tainter and thereby ascertained that outstanding accounts to the extent of \$10,000 were owing farmers in connection with track deals.

By arrangement with the various creditors, Mr. Tainter and the firm of Randall, Gee and Mitchell, Limited, of Winnipeg, the last mentioned agreed to settle the claims in twelve monthly payments. It was, therefore, unnecessary to further proceed against the surety company, under the bond.

3.—*E. E. T. Hinchliffe, Strassburg, Sask.*

Mr. Hinchliffe was licensed and bonded to operate at Strassburg, Sask., during the crop year 1915-16 as a country warehouseman and track buyer. His bonds which amounted to as track buyer \$7,500 and as country elevator warehouseman \$6,600 were completed by the Globe Indemnity Company of Canada.

A total of thirty-three claims were filed against the bonds and these were investigated by the Board at a public session held at Strassburg, Sask., on Wednesday, June 28, 1916.

After giving due consideration to the evidence and arguments adduced at that session, the Board issued the following ruling:—

Hinchliffe did not carry out his duties either as country elevator warehouseman or as a track buyer, in accordance with The Canada Grain Act, and therefore, the bonding company is liable.



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It is the opinion of the Board that the Globe Indemnity Company is liable for the whole amount of the country warehouseman's bond given to Hinchliffe, the amount being \$6,600, and that the said company is liable for at least part of the track buyer's bond.

With regard to the distribution of these amounts among individual claimants, full information has not yet been secured in some of the cases. Upon the receipt of information in such cases, the Board will give their opinion as to the distribution of the amounts.

*IV.—B. C. Rogers, Ponteix, Sask.*

Mr. Rogers was licensed as a track buyer of grain during the crop year 1915-16 and furnished the Board with a bond for \$5,000 signed in conjunction with the Employers' Liability Assurance Corporation, Ltd., of London, England, covering his operations as such.

On August 17, 1916, the Board received notice from ten parties for whom Mr. Rogers had been handling grain, that they had not received settlement and that Mr. Rogers had left town. The Board immediately took the matter in hand, called a public session at Ponteix on September 26, 1916, in order to fully investigate the various claims. At this session it was ascertained that most of the grain had been shipped by Mr. Rogers to the Spencer Grain Company, Ltd., of Winnipeg, also that the grain was handled through flat warehouses owned and operated by Mr. Rogers, and was not, as a matter of fact, bought on track. No evidence was adduced by any of the claimants to show that their grain was delivered or sold on track, consequently the Board is not yet in a position to make demand on the surety company for payment of any claims under the bond.

The Board has the case still under consideration, and is fully investigating the connection of the Spencer Grain Company, Limited, in the various transactions. Their decision therefore, will not be issued until such investigations have been completed.

*5. Continental Grain Company, Limited, Winnipeg, Man.*

This company operated as track buyers and commission merchants during the crop year 1915-16, and were licensed to operate as such. Their bonds which aggregated \$42,000 were completed by the Employers' Liability Assurance Corporation, Limited, of London, England.

The first intimation that this company was unable to meet its obligations was received by the Board on September 22, 1916. On that date Messrs. Fisher, Wilson, Battum and Hamilton, barristers, etc., of Winnipeg, Man., telegraphed the Board that William Broadbent & Sons were unable to collect a balance of \$6,727.47 due to them on consigned cars. Since then fourteen other claims have been received, eleven of which have been admitted by the surety company, and will likely be settled for in full at an early date.

The claims which have been approved and verified are those of:—

W. Wilson.. . . .	\$ 1,136 36
W. Innes.. . . .	1,227 49
J. J. Thiessen.. . . .	1,280 45
C. D. Lowen.. . . .	1,419 49
H. K. Friessen.. . . .	1,179 89
J. Pritchard.. . . .	1,213 36
Grenfell Milling Co.. . . .	745 99
Fred. Zubks.. . . .	810 02
J. Beattie.. . . .	1,266 11
W. Broadbent & Sons.. . . .	6,727 47
E. Dahms.. . . .	976 19
Total.. . . .	<u>\$17,982 82</u>

The balance of the claims namely those of the Rathwell Farmers' Elevator Company, Ltd., C. E. Anderson & Company, Chippenfield and Richardson and the Acme Grain Company, Ltd., are still under investigation.



## CHAPTER VI.

## ELEVATOR TARIFFS.

FORT WILLIAM AND PORT ARTHUR—TARIFF OF PUBLIC TERMINAL  
ELEVATOR CHARGES

FOR THE YEAR ENDING SEPTEMBER 1, 1917. EFFECTIVE 1ST SEPTEMBER, 1916.

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of The Canada Grain Act, 1912:—

## RATES.

*Elevation*, not otherwise specified; receiving, elevating, cleaning, spouting, insurance against fire and storage for the first fifteen days—three-quarters of one cent ( $\frac{3}{4}$ c.) per bushel.

*Storage*, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—one-thirtieth of one cent ( $\frac{1}{30}$ c.) per bushel.

*On grain* carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of one cent (1c.) per bushel.

For each subsequent separation, computed on balance for separation, a further charge of one cent (1c.) per bushel.

*On mixed grains* handled as mixtures; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days—one and one-half cents (1½c.) per bushel.

*On mixed grains* handled as mixtures; storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—two-thirtieths of one cent ( $\frac{2}{30}$ c.) per hundred pounds.

*On wheat* carrying a return of screenings—an additional cleaning charge of one-half of one cent ( $\frac{1}{2}$ c.) per bushel.

*On tough grain*, drying—one and one-half (1½c.) per bushel.

*On damp or wet grain*, drying—four cents (4c.) per bushel.

*On screenings*: elevating, spouting, insurance against fire, and storage for the first fifteen days—two cents (2c.) per hundred pounds.

*On screenings*: storage, including insurance against fire, for each succeeding day or part thereof after the first fifteen days—one-tenth of one cent ( $\frac{1}{10}$ c.) per hundred pounds.

*On bulkheads*, for their removal and other additional expense in handling and unloading car—three dollars (\$3) for each bulkhead.

*For preparing cars for flax shipments*—two dollars (\$2) for each car.



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*Unspecified grain* will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

*All charges* for cleaning, drying, or other treatment will be computed on gross weights; for elevation and storage, on net weights. All charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

*Wheat Screenings.*

*On wheat* carrying a dockage of five per cent (5%) or more, after deducting one and one-half per cent (1½%) of the gross weight for waste, a return will be made for the balance of the screenings. No other returns for screenings will be made.

*If disposition of screenings* covered by outstanding returns is not received within thirty (30) days from date of unload they may be disposed of for account of whom it may concern.

*No Grade and Condemned Grain.*

*All tough, damp, wet, condemned, heating, heated or fireburnt grain* may always be refused. If received and stored it will be only under special contract and will always be at the owner's risk of deterioration.

*Allowance for Invisible Loss and Shrinkage.*

*On all grain* received deduction from the gross weight to cover invisible loss and shrinkage in handling will be made as follows:—

On wheat.. . . .	30 lb. per car.
On flax.. . . .	28 "
On oats.. . . .	50 "
On barley.. . . .	50 "

TARIFF OF INTERIOR TERMINAL ELEVATOR CHARGES FOR THE  
CANADIAN GOVERNMENT ELEVATORS AT MOOSEJAW,  
SASKATOON, AND CALGARY.

FOR THE YEAR ENDING 31ST AUGUST, 1917.

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of The Canada Grain Act, 1912.

## RATES.

1. *Elevation*, not otherwise specified, receiving, elevating, cleaning, spouting, insurance against fire, and storage for the first fifteen (15) days—one-half of one cent (½c.) per bushel.

2. *On grain* unloaded from wagons, or teams, receiving, elevating, cleaning, spouting, insurance against fire, storage for the first fifteen (15) days—one cent (1c.) per bushel.

3. *Storage*, not otherwise specified, including insurance against fire for each succeeding day or part thereof, after the first fifteen (15) days—one-sixtieth of one cent (1-60c.) per bushel per day or one-half of one cent (½c.) per bushel for thirty days.



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4. *On grain* carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of one-half of one cent ( $\frac{1}{2}$ c.) per bushel.

For each subsequent separation, computed on balance for separation a further charge of one-half of one cent ( $\frac{1}{2}$ c.) per bushel.

Special rates will be given for cleaning and sacking seed grain.

5. *On mixed grains* handled as mixtures; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days—one-half of one cent ( $\frac{1}{2}$ c.) per bushel.

6. *On mixed grains* handled as mixtures; storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen (15) days—one-sixtieth of one cent (1-60c.) per bushel per day, or one-half of one cent ( $\frac{1}{2}$ c.) per bushel for thirty days.

7. *On wheat* carrying a return of screenings, an additional cleaning charge of one-half of one cent ( $\frac{1}{2}$ c.) per bushel.

8. *On tough grain*, drying—one and one-half cents ( $1\frac{1}{2}$ c.) per bushel.

9. *On damp or wet grain*, drying—two and one-half cents ( $2\frac{1}{2}$ c.) per bushel.

10. *On screenings*, elevating, spouting, insurance against fire, and storage for the first fifteen (15) days—two cents (2c.) per hundred (100) pounds.

11. *On screenings*, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen (15) days—one-tenth of one cent (1-10c.) per hundred (100) pounds.

12. *On bulkheads*, for their removal and other additional expense in handling and unloading car—two dollars (\$2) for each bulkhead.

13. *For preparing* cars for flax shipment when paper is required—one dollar (\$1) for each car.

14. *All charges* for cleaning, drying or other treatment will be computed on gross weights; for elevation and storage, on net weights, all charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

#### *Wheat Screenings.*

15. *On wheat* carrying a dockage of five per cent (5%) or more, after deducting one per cent (1%) of the gross weight for waste, a return will be made for the balance of the screenings, by paying one-half cent ( $\frac{1}{2}$ c.) per bushel for cleaning. No other return for screenings will be made.

16. *If* disposition of screenings covered by outstanding returns is not received within thirty (30) days from date of unload, they may be disposed of for account of whom it may concern.

#### *No Grade and Condemned Grain.*

17. *All tough*, damp, wet, condemned, heating, heated or fireburnt grain will be received for treatment. If not treated it will always be at owner's risk of deterioration.

#### *General.*

Grain shipped from any of the Canadian Government interior terminal elevators, will be transferred through the Canadian Government elevator, Port Arthur, to steamers for one-half of one cent ( $\frac{1}{2}$ c.) per bushel, including ten days' free storage.

Approved by Board of Grain Commissioners for Canada, Fort William, Ontario, September 18, 1915.



SESSIONAL PAPER No. 10d

## COUNTRY ELEVATORS.

## TARIFF OF LICENSED COUNTRY ELEVATOR CHARGES.

FOR THE YEAR ENDING 31ST AUGUST, 1917. EFFECTIVE 1ST SEPTEMBER, 1916.

Subject to the capacity of the elevator and the nature of the construction, all grain tendered must be taken into store upon the following terms and conditions, and under the provisions of The Canada Grain Act, 1912.

*Maximum Rates.* Receiving, elevating, spouting, insurance against fire, storing for the first fifteen days and putting into cars on track. No elevator shall charge more than one and three-quarters of a cent per bushel. Storage not otherwise provided, including insurance against fire for each succeeding day after the first fifteen days shall not exceed one-thirtieth of one cent per bushel.

*Shrinkage for Stored Grain.* No elevator shall take more than one-half of one per cent to take care of shrinkage and waste in handling, storing and transmitting the grain to a terminal.

No elevator shall take more than one per cent shrinkage on tough, damp and wet grain.

*Shrinkage on Cash Grain.* On street grain no elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where grain contains foreign grain or seeds which cannot be taken out by a number ten sieve.

*Dockage.* No elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where grain contains foreign grain or seeds which cannot be taken out by a number ten sieve.

Every elevator must be equipped with the necessary sieves and scales for making proper tests, and the elevator operator must make the tests in the presence of the owner of the grain when requested.

*General.* When tough, damp or wet grain is taken into store it shall be at the owner's risk, and the elevator operator shall have the right to ship it immediately to a terminal elevator for treatment.

The owner shall have the right to name the terminal elevator to which it shall be shipped.

## RULES AND REGULATIONS FOR COUNTRY ELEVATORS.

1. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final; unless an investigation by the Board of Grain Commissioners shows reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car, at the same price as the car was disposed of.

2. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent, and he shall advise such parties as the owner may instruct.

3. The elevator owner shall, on all grain shipped through the elevator, have the right to retain and hold the shipping bill until he receives a guarantee from the owner of the grain, another elevator owner, a licensed commission firm or individual, or any one else that the car may be sold to, that they will make proper adjustment as to the weight and grade. Upon receipt of storage tickets and lawful charges, the elevator owner shall deliver either the shipping bill to the party presenting the ticket or tickets, or a terminal warehouse receipt for the full amount of the grain called for in the ticket or tickets presented, up to the full carload.

4. The owner of grain in an elevator wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, the owner of the grain must then accept the elevator weights at the shipping point as final, unless the owner of the grain proves the shipping weights are not correct.



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Provided however, that the owner of the grain can always demand an affidavit as to the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

5. No owner or operator of a country elevator or warehouse shall sell, assign, mortgage, pledge or hypothecate any grain stored in such elevator or warehouse, for which graded storage tickets or "subject to grade and dockage" tickets or special bin tickets have been issued, and the owner or operator may be required by the Board to produce at any time proper registered warehouse receipts or bills of lading for such grain as has been shipped from the country elevator or warehouse, and for which there is still outstanding graded storage tickets, or "subject to grade and dockage" tickets or special bin tickets."

RULES AND REGULATIONS FOR STORING GRAIN IN COUNTRY ELEVATORS WHEN THERE IS  
DISAGREEMENT AS TO GRADE AND DOCKAGE.

1. The ticket or tickets issued under and by virtue of these rules and regulations, must have incorporated therein, at the time of issue, the grade offered by the elevator owner or operator to the owner of the grain and the following words "Subject to Inspector's Grade and Dockage".

2. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

3. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

4. A proper sample must be drawn from each wagon load by the elevator operator at the time of delivery, in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator.

5. Such sample must be placed in a receptacle satisfactory to the owner of the grain.

6. After the grain is delivered the sample drawn must be properly mixed in the grain taken into store, and shall deliver to the owner at his request, in not less than take out of the quantity mixed at least three pounds, and place it in a receptacle which must be numbered and sealed, and so made that it can be securely locked. The receptacle shall be supplied by the elevator owner, and secured by a padlock. The lock shall be provided by the owner of the grain, and he shall retain possession of the key. The receptacle and key shall thereupon be immediately forwarded to the Chief Inspector of Grain, Winnipeg, Man., all charges prepaid. After receiving the inspector's certificate, showing grade and dockage, the operating agent shall issue a storage ticket showing grade and dockage as given by the chief inspector, for the full amount of grain taken into store, and shall deliver to the owner at his request, in not less than carload lots, on track or at terminal point, the grade and quantity the storage tickets call for, after the owner has surrendered the storage receipts and paid or tendered all lawful charges against said grain.

7. The owner of the elevator shall, in all cases where grain is taken into store under the foregoing conditions, guarantee the grade and weight as specified in the storage ticket or tickets.

8. At the time of delivery of any grain where a ticket of this kind is being used, and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp or wet, and the elevator operator marks such ticket or tickets, "Out of condition, tough, damp or wet," then whatever grade such sample may receive from the chief inspector, it will still grade "tough, damp or wet."

9. If the elevator operator fails at any time to draw and preserve such samples in the manner stated, in the case of dispute the onus will be on the elevator operator to prove the proper grade, and not on the owner of the grain.



CHAPTER VII.  
SUMMARY OF ANNUAL WEIGH-UP OF TERMINAL ELEVATORS, 1916.

Elevator.	WHEAT.		OATS.		BARLEY.		FLAX.		MIXED GRAIN.	
	Overage.	Shortage.	Overage.	Shortage.	Overage.	Shortage.	Overage.	Shortage.	Overage.	Shortage.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Grand Trunk Pacific Elevator Co.	105,100-30		31,443 30		1,560-09		3,046-19		24,740-	
Canadian Pacific Elevator "D"	130,261-40	77,446 20	19,868-20	4,037 02	5,331 02		37		1,368,330-	
Empire and Thunder Bay Elevs	18,556-40		2,481-26		1,056-40		3,238 08		89,840-	
Eastern Terminal Elevator.	50,889-10		4,637-20		1,068-36				323,280	
Consolidated Elevator...	34,531-40		9,590-22			202	3,425 26			82,170
Western Terminal Elevator	63,899-20		6,365-28		1,818 16		628-11			30,070-
Grain Growers' Elevator	14,107-30		.....		1,814-10		30 51		722,450-	
Horn's Elevator...	37,511 30		27,230-16	6,694 15	8,622-07		2,931 17		1,062,228-	
Port Arthur Elevator.	193,848-10		52,856-29		7,277-41				900,945-	
Fort William Elevator	95,168-40		28,462-07		4,376-47		5,937-41	1,369-30	139,643-	132,635-
Dominion Government Elevator		28,661		11,087 30		6,844 22		1,987-05		
Dominion Interior Elev., Moosejaw.		26,773 10		2,293 32		1,091 42		7,537-28	1,113,940-	63,646-
Dominion Interior Elev., Saskatoon			51 14		1 12					620-
Dominion Interior Elev., Calgary	1,849 30									
Totals	745,724-20	132,880-30	182,989 08	24,113 01	32,927 08	17,414 34	19,238-42	10,894-07	5,745,396-	309,141
Less Shortages	132,880-30		24,113-01		17,414 34		10,894-07		309,141-	
Total Net Overages	612,843-50		158,876-07		15,512-22		8,344-35		5,436,255-	

I hereby certify that the within weigh-up figures are correct, as shown by the official weigh sheets, made at the time the elevators were weighed up.

(Signed) J. G. WHITE  
Chief Weighmaster.

I hereby certify that the within adjustments were made by me, in my capacity as Chief Inspector.

(Signed) GEORGE SERSS,  
Chief Inspector and Registrar.



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## GRAND TRUNK PACIFIC ELEVATOR.

STATEMENT showing official stocks, with surpluses and deficits as at September 13, 1916.

## (2) GRAND TRUNK PACIFIC ELEVATOR.

Grades.	Official Weigh up Sept. 13, 1916.	Outstanding Warehouse Receipts, Sept. 13, 1916.	Over	Short.	Adjustments by Chief Inspector.
<i>Wheat—</i>					
One Hard	Bush.	Bush.	Bush.	Bush.	
One Northern	1,160 50	1,038 50	122 00		
Two Northern	116,218 50	117,199 00		980 10	Buy in.
Three Northern	36,986 50	42,631 00		5,644 10	Buy in.
Number Four	11,601 10	12,721 40		1,123 30	Buy in.
Number Five	9,309 40	4,944 10	4,365 30		
Number Six	3,175 10	1,962 40	1,212 30		
Feed	3,393 20	2,219 40	1,173 40		
	3,800 30	3,772 50	27 40		
Dried Number One Northern	1,985 00	2,972 40		989 40	Buy in.
Dried Two Northern	892 40	2,356 50		1,464 10	Buy in.
Dried Three Northern		1,387 40		1,387 40	Buy in.
Dried Number Six		1,995 00		1,995 00	Take from Number Six, balance Number Five.
Rej. One Northern	1,538 40		1,538 40		
Rej. Two Northern	1,092 50	3,299 10		2,206 20	Take from Rej. One Northern, buy balance.
Rej. Three Northern		599 00		599 00	Buy in.
Rej. Number Four	1,725 30	1,721 00	4 30		
Smty. One Northern	15,492 56	3,543 30	11,949 20		
Smty. Two Northern	10,703 40	6,347 10	4,356 30		
Smty. Three Northern	1,743 50	940 50	803 00		
Smty. Number Four	3,985 10	3,848 50	2,136 20		
Smty. Number Five	2,435 10	1,064 30	1,070 40		
Smty. Number Six	494 00	518 00		21 00	Take from Smty. Number Five.
Smty. Rej. One Northern	333 30		333 30		
Smty. Rej. Two Northern	248 30		248 30		
Dr. Rej. One Northern	2,767 40		2,767 40		
Dr. Rej. Two Northern	2,158 10		2,158 10		
Dr. Smty. One Northern	4,439 50		4,439 50		
Dr. Smty. Two Northern	162 30		162 30		
Dr. Smty. Three Northern		683 10		683 10	Take from Smty. Three Northern
Dr. Smty. Number Four		828 00		828 00	Take from Smty. Number Four.
NG. One Northern Tf		300 00		300 00	Buy in.
NG. Smty. Number Five Tf		1,126 50		1,126 50	Take from Smty. Number Five, balance Smty. Number Four.







GRAND TRUNK PACIFIC ELEVATOR—Concluded.

STATEMENT showing official stocks, with surpluses and deficits as at September 13, 1916—Concluded.

(2) GRAND TRUNK PACIFIC ELEVATOR—Concluded.

Grade.	Official Weigh-up Sept. 13, 1916.	Outstanding Warehouse Receipts, Sept. 13, 1916.	Over.	Short.	Adjustment by Chief Inspector.
Oats—Con.					
One Feed Oats.	Bush.	Bush.	Bush.	Bush.	
Two Feed Oats.	2,007-22	5,644 04		3,636 16	Take from Two C.W.
Rej. Oats.	18,817-22	22,855 30		4,038-08	Take from Three and Two C.W.
Rej. Oats Mixed Htd	6,812-32	8,961 12		2,148 14	Take from N.G. Rej. Oats and Two C.W.
N.G. Rej. Oats Tf.	21,995-00	7,711-26	14,283-08		
N.G. Rej. Oats Tf. Htd. and Htg	1,151-26		1,151-26		
Dried Two C.W. Oats	1,417-32		1,417-32		
Dried Rej. Mixed Htd. Oats		1,961-10		1,961-10	Take from Two C.W.
Dried Rej. Oats		11,088-10		11,088-10	Take from Rej. Oats, Mixed Htd.
		2,147-30		2,147-30	Take from Two C.W. Oats.
	265,574-14	249,130-18	41,528-22	25,084-26	
Account of uncanceled shipments, Three C.W. Oats			5,000-00		
Account of uncanceled shipments, Two Fed. Oats			10,000 00		
Total Net Surplus			31,443-30		
Rejected Rye.	318 42	199-46	118-52		
Barley and Wild Oats	lb. 28,700	lb.	lb.	lb.	
Mixed Grain—					
Rej. Mixed Grain	753,840	731,770	22,070		
N.G. Rej. Mixed Grain Tf	20,670		20,670		
	774,510	731,770	42,740		
Total Net Surplus			21,740		
Wheat Scalpings	652,530				



Barley—	Ex. Three C.W. Barley.....	Bush.	Bush.	Bush.	Bush.
	Three C.W. Barley.....	1,180-10	1,262-24	82-14	Take from Three C.W.
	Four C.W. Barley.....	33,947-34	32,695-41	1,251-41	
	Feed Barley.....	23,413-46	24,081-26	667-28	Take from Three C.W.
	Rej. Barley.....	1,684-28	1,264-46	419-30	
	Rej. Barley Mixed Htd.....	5,917-44	6,768-40	441-18	Take from Feed Barley.
	NG. Rej. Barley Tf. and Htg ..	9,073-06	8,621-36	1,048-06	
		1,048-06			
	Total Net Surplus ..	76,265-30	74,705-21	3,160-47	1,600-38
				1,560-09	
Flax—	One N.W.C. Flax.	121,228-50	110,820-45	10,408-05	1,800-49 Take from One N.W.
	Two C.W. Flax..	13,405-38	15,207-31		443-43 Take from One N.W.
	Three C.W. Flax ....	723-15	1,167-02	33-29	33-29 Take from One N.W.
	Rej. Flax.....		33-29		4-05 Take from One N.W.
	Rej. Number One Flax Mixed Htd..	142-21	146-26		24-55 Take from NG. Cond. Tf. Htd. and Htg.
	NG. Rej. Number One NW. Flax, Tf. Mixed Htd. and Htg.	840-13	865-12		
	NG. Cond. Flax Tf. and Htg.....	237-48		237-48	
	Dried Cond. Flax.....		112-33		112-33 Take from NG. Cond. Tf. and Htg.
	Rej. Flax Mixed Bkn. Wht ..		5,179-44		5,179-44 Buy in.
	Total Net Surplus.....	136,578-17	133,531-54	10,645-53	7,599-34
				3,046-19	



CANADIAN PACIFIC ELEVATOR "D."

STATEMENT Showing Official Stocks, with Surpluses and Deficits as at September 23, 1916.

Grade.	Official Weigh up, Sept. 23, '16.	Debit Elevator, on their Account.	Transcona Paper switched against Elevator's Grain not unloaded.	Total	Outstanding Wholesale Receipts, including switched Strathcona Paper.	Stored in Elevator's covered by Horn's Paper.	Total	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat</i> —										
No. 1 Hard...	Bush. 6,771-30	Bush.	Bush.	Bush. 6,771-30	Bush. 2,948-40	Bush.	Bush. 2,948-40	Bush. 3,822-50	Bush. 56,475-50	Apply No. 1 Hld., buy balance.
No. 1 Northern	12,155-30		651-30	12,807-00	69,282-50		69,282-50		19,737-50	Buy in.
Two Northern	9,058-50			9,058-50	28,796-40		28,796-40		7,684-40	Buy in.
Three Northern	13,651-40		1,521-00	15,172-40	22,857-20		22,857-20		20,781-00	Apply Dr. No. 4, buy balance.
No. 4	16,866-20			16,866-20	34,023-10	3,624-10	37,647-20			
No. 5.....	555-40			555-40	13,779-30		13,779-30		13,223-50	Buy in.
No. 6.....	5,303-50			5,303-50	14,975-40	421-30	15,397-10		10,093-20	Buy in.
Dried One Northern...						3,311-50	3,311-50		3,311-50	Buy in.
Dried Two Northern...						3,740-20	3,740-20		3,740-20	Buy in.
Dried three Northern					2,082-40		2,082-40		2,082-40	Buy in.
Dried No. 4.			1,083-30	1,083-30	42,535-30		43,755-20	1,083-30	7,197-30	Buy in.
Feed.....	36,557-50			36,557-50	2,749-30	1,219-50	2,749-30		329-20	Buy in.
No. 3 A. Red Winter	2,420-10			2,420-10				74-30		
Rej. Three A.R. Winter	74-30			74-30						
Smt. Three A.R.W.	1,450-40			1,450-40	1,477-30		1,477-30	87-30	26-50	Apply Rej. No. 3 ARW
Smt. No. 4 R.W.	87-30			87-30					574-30	Buy in.
NG. 3 A.R.W. Tf					574-30		574-30			
NG Smt. 3 A.R.W. Tf.	990-40			990-40	980-30		980-30	10-10		
NG. Smt. R.W. Tf.	510-20			510-20	503-40		503-40	6-40		
No. Est. Grade	2,641-20			2,641-20	2,770-20		2,770-20		129-00	Buy in.
Rej. One Northern	3,649-30			3,649-30	2,800-20		2,800-20	849-10		
Rej. 1° Acet. grvl.	192-30			192-30			1,257-40		1,065-10	Buy in.
Rej. Two Northern...	5,784-10			5,784-10	3,403-00		3,403-00	2,381-10		
Rej. Three Northern.	12,542-10			12,542-10	9,902-20		9,902-20	2,639-50		
Rej. No. 4	6,536-00			6,536-00	5,158-40		5,158-40	1,377-20		
Rej. No. 5.	10,039-30			10,039-30	9,660-50		9,660-50	378-40		
Smt. One Northern.	8,198-40			8,198-40	5,938-00		5,938-00	2,260-40		
Smt. Two Northern...	4,011-50			4,011-50	4,011-50		4,011-50			
Smt. Three Northern.	1,268-30			1,268-30	5,514-50		5,514-50		4,246-20	Buy in.
Smt. No. 4	1,111-00			1,111-00	190-40		190-40	920-20		
Smt. No. 6					512-00		512-00		512-00	Apply Smt. No. 4.
Smt. Rej. One Nor...	4,539-30			4,539-30	634-40		634-40	3,904-50		
Smt. Rej. Two Nor...	10,907-50			10,907-50				10-907-50		
Smt. Rej. Three Nor	2,660-30			2,660-30				2,660-30		



## SESSIONAL PAPER No. 10d

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CANADIAN PACIFIC ELEVATOR "D"—Concluded.  
STATEMENT Showing Official Stock, with Surpluses and Deficits as at September 23, 1916—Concluded.

Grade.	Official Weigh-up, Sept. 23, '16	Debit Elevator's ownership on their Account.	Transcona Paper switched against Elevator's D' Grain not unloaded.	Total.	Out-standing Wholesale Receipts, including switched Strathcona Paper.	Stored in Elevator's D' covered by Horn's Paper.	Total.	Over.	Short.	Adjustments by Chief Inspector.
<i>Oats —</i>										
No. 1 C.W. Oats	Bush. 8,007-12	Bush. 8,007-12	Bush. 8,007-12	Bush. 8,007-12	Bush. 4,410-10	Bush. 4,410-10	Bush. 4,410-10	Bush. 3,597-02	Bush.	
Two C.W. Oats	187,959-04	187,959-04	187,959-04	187,959-04	185,825-30	185,825-30	185,825-30	2,133-08		
Three C.W. Oats	12,602-12	12,602-12	12,602-12	12,602-12	47,353-20	47,353-20	47,353-20		34,751-08	Buy in.
Dr. Three C.W. Oats.					1,879-14	1,879-14	1,879-14		1,879-14	Buy in.
Ex. 1 Feed Oats....	39,687-32	39,687-32	39,687-32	39,687-32	22,419-04	22,419-04	22,419-04	17,268-28		
No. 1 Feed Oats.....	9,856-06	9,856-06	9,856-06	9,856-06	5,168-08	4,456-26	9,625-00	231-06		
Two Feed Oats.....	40,432-12	40,432-12	40,432-12	40,432-12	53,600-10	618-18	54,218-28		13,786-16	Buy in.
Rej. Oats	8,240-30	8,240-30	8,240-30	8,240-30	4,918-30		4,918-30	3,322-00		
N.G. Two C.W. Oats Tf.	364-04	364-04	364-04	364-04	242-22		242-22	121-16		
N.G. 3 C.W. Oats Tf.					2,172-22		2,172-22	535-10	2,172-22	Buy in.
N.G. Two Fd. Oats Tf.	14,703-04	14,703-04	14,703-04	14,703-04	9,023-04	2,324-10	11,347-14	3,355-24		
Rej. Oats Mx. Htd.					888-08		888-08		625-30	Apply Rej. Oats Htd
N.G. Rej. Oats Tf. Mx Htd.....	262-12	262-12	262-12	262-12						
N.G. Rej. Oats Tf. Htd. and Hdg.	2,912-12	2,912-12	2,912-12	2,912-12				2,912-12		
Cond. Oats.	1,900-20	1,900-20	1,900-20	1,900-20	1,900-20		1,900-20			
	326,928-24		327,464-00	327,464-00	339,802-32	7,399-20	347,202-18	33,477-04	53,215-22	
Account Uncancelled Shipments N.G. Cond. Oats Tf..							15,701-16			
Total Net Deficit							49,178-20	53,215-22		
								4,037-02		
<i>Barley —</i>										
No. 3 C.W. Barley....	9,418-06	6,701-12		16,119-18	20,485-20	3,624-10	20,485-20		4,366-02	Buy in.
Four C.W. Barley....	6,522-04			6,522-04	6,757-04	22-10	10,361-14		3,839-10	Buy in.
Feed Barley.....	20,677-44			20,677-44	20,255-20		20,277-30	400-14		
Rej. Barley.....	6,878-26			6,878-26	5,741-18	3,408-06	9,152-24	802-26	2,273-46	Buy in.
Rej. Bar. Mx. Htd.	3,106-42			3,106-42		2,304-16	2,304-16			
	46,603-26	6,701-12		53,304-38	53,222-14	9,358-42	62,581-08	1,202-40	10,479-10	
Total Net Deficit									9,276-18	



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<i>Flat</i> 10 11 12 13	Dried One NWC, Flax Dr. Rej. One NWC, Flax, Mx. Hhd.....	.....	.....	.....	1,101 26	1,101 26	1,101 20	0 06	.....
	Dried Rej. Mx. Hhd.....	.....	.....	.....	1,787 38	905 00	871 43	882 38	871 43
	Dried Cond. Flax.....	.....	.....	.....	286 14	297 08	297 08	.....	10 50
		.....	.....	.....	3,178 22	3,177 11	3,177 11	882 44	882 07
	Total Net Surplus..	.....	.....	.....	.....	.....	.....	0 37 lbs.	.....
<i>Rye</i> 14 15 16 17	Two CW, Rye, Rej. Rye .....	237 48 145 00 382 48	.....	.....	237 48 145 00 382 48	233 02 143 32 376 34	233 02 143 32 376 34	4 46 1 24 6 14	.....
		.....	.....	.....	.....	.....	.....	6 14	.....
	Total Net Surplus..	.....	.....	.....	.....	.....	.....	6 14	.....
		.....	.....	.....	.....	.....	.....	.....	.....
		.....	.....	.....	.....	.....	.....	.....	.....
<i>Mixed</i> 18 19 20 21 22	Rej. Mx. Grain Rej. Mx. Grain Rej. Mx. Hhd.....	1,508,860 Lbs. 69,870	.....	.....	1,508,860 Lbs. 69,870	.....	.....	.....	.....
	Rej. Mx. Grain Rej. Mx. Hhd. and Hdg. NG, Rej. Mx. Grain, Tf	187,450 138,890	.....	.....	187,450 138,890	.....	.....	.....	.....
		1,905,070	.....	.....	1,905,070	536,740	536,740	1,368,330	Surplus
		.....	.....	.....	.....	.....	.....	.....	.....
	Onto Scalpings..	64,700	.....	.....	64,700	64,700	64,700	64,700	Surplus



EMPIRE AND THUNDER BAY ELEVATORS.  
STATEMENT Showing Official Stocks, with Surpluses and Deficits as at August 31, 1916.

Grade.	Official Stocks, August 31st, 1916.	Outstanding Warehouse Receipts, August 31st.	Over.	Short.	Adjustments by Chief Inspector.
	Bush.	Bush.	Bush.	Bush.	
Wheat—					
Number One Hard.	3,495-50	3,139-30	356-20		
One Northern.	474,368-50	385,164-40	89,204-10		
Two Northern.	74,120-00	59,576-50	14,543-10		
Three Northern.	43,899-40	41,502-00	2,397-40		
Dr. One Northern.	3,794-50	1,948-20	1,846-30		
Dr. Two Northern.	2,601-40		2,601-40		
Number Four.	11,606-20	7,307-00	4,299-20		
Number Five.	994-40	6,692-20		5,697-40	Take from Numbers Four and Three Northern.
Number Six.	5,845-40	5,864-40		19-00	Take from Number Four.
Feed.	7,464-30	670-50	6,793-40		
Rej. One Northern.	13,969-30	11,237-40	2,731-50		
Rej. Two Northern.	9,213-50	8,636-40	577-10		
Rej. Three Northern.	9,011-40	10,229-10		1,217 30	Take from Three Northern.
Rej. Number Four.	2,842-50	1,243-00	1,599-50		
Smt. One Northern.	3,317-50	2,077-50	1,240-00		
Smt. Two Northern.	3,659 20	2,573-20	1,086-00		
Smt. Three Northern.	14,443-50	14,989-20		545-30	Take from Smt. Two Northern.
Smt. Number Four.	4,554-40	4,592-10		37-30	Take from Smt. Two Northern.
Dr. Smt. Number Four Hd.		550-10		550 10	Take from Rej. Number Four.
Smt. Number Five.	2,105-00	2,097-50	7 10		
Smt. Feed.	543 50	561-40		17 50	Take from Rej. Number Four.
NG. One Northern Tf.	3,138-00	3,152-00		14-00	Take from One Northern.
NG. Two Northern Tf.	4,295-00	3,915-50	379-10		
NG. Three Northern Tf.	9,315-00	8,515-20	799-40		
NG. Number Four Tf.	5,052-30	3,987-50	1,064-40		
NG. Number Five Tf.	659 20	1,005-10		345-50	Take from NG. Number Four Tf.
NG. Number Six Tf.		39-40		39-40	Take from NG. Number Four Tf.
Smt. Rej. One Northern.		304-40		304-40	Take from Smt. One Northern.
Smt. Rej. Two Northern.	2,123-10	2,192-50		69-40	Take from Smt. Two Northern.
NG. Rej. Three Northern Tf.	1,193-20	2,586-30		1,393-10	Take from NG. Two Northern and NG. Three Northern, balance Three Northern.
NG. Smt. One Northern Tf.	578-00	1,656-10		1,078-10	Take from Smt. One Northern and One North.
NG. Smt. Two Northern Tf.	556-40	1,845-20		1,288-40	Take from Smt. Two Northern and Two North
NG. Smt. Three Northern Tf.	630-00	178-10	451 50		
NG. Smt. Number Tf.	2,191 30	3,405-00		1,213-30	Take from NG. Number Four and Number Four
NG. Smt. Number Five Tf.	1,213-40	1,484-50		271-10	Take from NG. Smt. Three Northern.
NG. Smt. Number Six Tf.	1,118-10	1,093-50	24 20		



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Rej. One Northern Mixed Htd.	14,871-00	14,653-10	217-50		
Rej. Two Northern Mixed Htd.	18,802-00	16,511-30	2,290-30		
Rej. Three Northern Mixed Htd.	14,746-10	16,531-30		1,785-20	Take from Rej. Two Northern Htd.
Rej. Number Four Mixed Htd.	3,399-30	2,404-20	995-10	878-00	Take from Rej. Number Four Htd.
Rej. Number Five Mixed Htd.	2,300-30	3,178-30	80-10	62-00	Take from Rej. One Northern.
Rej. Number Six Mixed Htd.	1,744-50	1,664-40		270-40	Take from Rej. One Northern Htd. and Rej. Two Northern Htd.
Rej. One Northern Mixed Coal.	943-00	62-00	75-40	1,003-30	Take from Rej. Two Northern Htd.
Rej. One Northern Mixed Fr. Brnt	1,173-10	1,443-50			
NG. Rej. One Northern Tf. Mixed Htd					
NG. Rej. Two Northern Tf. Mixed Htd	3-20	1,006-50			
NG. Rej. Three Northern Tf. Mixed Htd.	4,884-30	3,898-40	985-50		
NG. Rej. Number Four Tf. Mixed Htd	2,588-00	2,257-40	330-20		
Cond. Number One	4,862-20	2,132-00	2,730-20		
Cond. Number Two Tf. Htd. and Htg	602-30		602-30		
Cond. Number Two	2,585-40	2,433-40	152-00		
	797,425-10	675,063-50	140,464-30	18,103-10	
Account of Uncancelled Shipments Number Five.			7,900-20		
Total Net Surplus.....			130,261-40		
Oats—					
Number One C.W. Oats	4,211-26	4,204-24	7-02		
Two C.W. Oats	189,888-24	172,790-10	17,098-14		
Three C.W. Oats.....	70,004-14	69,277-24	726-24		
Ex. One Fd. Oats	7,276-16	6,921-06	355-10		
One Fd. Oats	23,096-16	20,672-32	2,423-18		
Two Fd. Oats...	25,070-30	23,425-10	1,645-20		
Rej. Oats	2,597-12	1,268-08	1,329-04		
NG. Two C.W. Oats Tf.	11,665-14	16,169-24		4,504-10	Take from Two C.W.
NG. Three C.W. Oats Tf	2,374-14	2,657-12		282-32	Take from Three C.W.
NG. One Fd. Oats Tf...	1,813-08	1,852-18		39-10	Take from One Feed.
NG. Two Fd. Oats Tf..	3,176-26	3,862-32		686-06	Take from Two Feed.
Rej. Oats Mixed Htd	31,210-20	29,437-22	1,772-32		
NG. Rej. Oats Tf. Mixed Htd	4,215-10	4,192-22	22-22		
	376,601-26	356,733-06	25,381-10	5,512-24	
			19,868-20		
Total Net Surplus.					
Barley—					
Three C.W. Barley	37,225-20	30,309-46	6,915-22		
Four C.W. Barley.....	16,754-28	18,403-28		1,649-00	Take from Three C.W.
Feed Barley...	1-32		1-32		
Rej. Barley.	56-32	56-32			
Rej. Barley Htd.....	2,170-20	2,113-06	57-14		
NG. Four C.W. Barley Tf.....	1,152-24	1,146-42	5-30		
	57,361-12	52,030-10	6,980-02	1,649-00	
Total Net Surplus.....			5,331-02		



EMPIRE AND THUNDER BAY ELEVATORS *Concluded.*

STATEMENT Showing Official Stock, with Surpluses and Deficits as at August 31, 1916 *Concluded.*

Grade.	Official Stocks August 31st, 1916.	Outstanding Warehouse Receipts, August 31st.	Over.	Short.	Adjustments by Chief Inspector.
	Bush.	Bush.	Bush.	Bush.	
<i>Flax—</i>					
Number One N.W. Flax	191,849 51	185,556 33	6,293 18		
Two C.W. Flax.	20,059 19	23,340 11			
Three C.W. Flax . .	3,575 15	2,928 02	447 13		
Ref. Flax	3,761 56	3,495 16	266 20		Take from One N.W.C.
Ref. Flax Mixed Blon. Wht		309 07			
Ref. One N.W. Flax Mixed Htd	2,227 46	2,378 14			309 07 Take from Ref. and Three C.W.
Ref. Two C.W. Flax Mixed Htd		26 20			152 24 Take from One N.W.C.
					26 20 Take from One N.W.C.
	221,271 55	218,033 47	7,006 51	3,768 43	
Total Net Surplus . .			3,238 08		
<i>Ref. Mixed Grain—</i>					
Ref. Mixed Grain . . .	Lb. 391,490	Lb. 301,650	Lb. 89,840		
Total Net Surplus . . . .			89,840		
<i>Wheat Scalping—</i>					
One Scalping . . . .	Lb. 682,880	Lb.	Lb.	Lb.	
Flax Scalping . . . .	47,280				
Flax Scalping . . . .	52,730				



SESSIONAL PAPER No. 10d

EASTERN TERMINAL ELEVATOR.  
Statement Showing Official Stocks with Surpluses and Deficits as at September 5, 1916.

Grade.	Official. Weigh-up Sept. 5th.	Outstanding Warehouses Sept. 5th.	Over.		Short.	Adjustments by Chief Inspector.
			Bush.	Bush.		
<i>Wheat—</i>						
No. One Hard.....	2,427 36	1,190 10	1,237 20			
No. One Northern.....	131,790 20	122,480 10	12,310 10			
Two Northern.....	26,062 40	15,629 00	10,433 40			
Three Northern.....	7,668 10	7,321 10	347 00			
No. Four.....	2,802 50	10,011 10		1,211 50	Take from 3 Northern and 2 Northern.	
No. Five.....	3,095 50	2,223 30	875 20	181 20	Take from No. Five.	
No. Six.....	4,658 00	4,239 20				
Feed Wheat.....	3,368 20	1,963 20	1,405 00			
No. Two A, Red, Winter.....	1,403 10	1,401 50	1 20			
No. Three A, Red, Winter.....	1,008 00	4,807 30		199 30	Buy in.	
No. Four, Red, Winter.....	1,624 10	1,613 20	11 20			
Rejected One Northern.....	2,533 20	2,533 20				
Rejected Two Northern.....	1,221 00	1,232 40	1 20			
Rejected Three Northern.....	39 50	30 60	9 50			
Rejected No. Four.....	613 10	604 20	8 50			
Shutty One Northern.....	4,073 40	3,019 10	1,059 00			
Shutty Two Northern.....	1,949 00	3,070 50		1,121 50	Take from shutty One Northern and Two Northern.	
<i>Barley—</i>						
Shutty Three Northern.....	10,166 00	10,398 30		232 30	Take from Two Northern.	
Shutty No. Four.....	169 10		163 10			
Shutty No. Five.....	1,385 50	1,383 40	2 10			
Shutty No. Six.....	7,110 50	7,098 30	42 20			
No. One Northern, tough.....	10,213 10	15,011 10				
No. Two Northern, tough.....		1,458 30		4,801 10	Take from One Northern.	
No. Three Northern, tough.....	2,392 20	3,592 20		1,458 30	Take from Two Northern.	
No. Four, tough.....	3,677 40	3,478 10		1,070 00	Take from Two Northern.	
No. Five, tough.....	801 10	1,095 10		401 60	Take from Two Northern.	
No. Six, tough.....	549 20		549 20	297 00	Take from No. Five.	
No. Four, Red, Winter, tough.....	516 10	516 10				
Shutty, rejected One Northern.....	2,738 20	2,779 20		51 00	Take from Two Northern.	
Shutty, rejected Three Northern.....	733 00	747 10	5 50			
No. rejected Two Northern, tough.....	1,111 10	1,108 10	2 30			
No. Shutty, One Northern, tough.....	193 50	219 10		25 20	Take from Two Northern.	
No. Shutty, Two Northern, tough.....	5,319 10	4,668 20	650 50			



EASTERN TERMINAL ELEVATOR—Concluded.  
STATEMENT Showing Official Stock with Surpluses and Deficits as at September 5, 1916—Concluded.

Grade.	Official. Weigh-up Sept. 5th.	Outstanding Warehouse Receipts, Sept. 5th.	Over.	Short	Adjustment by Chief Inspector.
<i>Wheat—Con.</i>					
NG. Smutty, Three Northern, tough	Bush.	Bush.	Bush.	Bush.	
NG. Smutty, No. 4, tough	3,265-20	3,136-40	128-40		
NG. Smutty, Rejected Three Northern Tf.	2,166-10	2,138-20	27-50		
Rejected One Northern Mxd., heated	1,532-30	1,381-10	151-20		
Rejected Two Northern Mxd., heated	8,180-40	8,179-10	1-30		
Rejected Three Northern Mxd., heated	1,546-10	1,448-00	98-10		
Rejected No. Four, Mxd., heated	2,129-10	2,129-10			
Rejected No. Six, Mxd., heated	3,061-40	3,024-50	36-50		
NG. Rej. One Northern Tf. Mxd., heated	1,100-20	1,102-10		1-50	Take from Rejected No. Four, heated.
NG. Rej. Two Northern Tf. Mxd., heated	6,982-00	7,009-50		27-50	Take from NG. Smutty Two Northern.
NG. Rej. Three Northern Tf. Mxd., heated	114-30	1,087-40		973-10	Take from Two Northern.
NG. Rej. No. Four Tf. Mxd., heated	2,500-20	2,510-50		10-30	Take from Rejected Two Northern.Mxd. Htdl.
Rej. Three Northern Mxd. coal, gravel	97-20	72-40	24-40		
Rej. No. Four, Mxd. coal and gravel	171-30	171-30			
Rej. One Northern Mxd., fire burnt.	210-40	210-40			
NG. Rej. Two Northern Mxd., fire burnt and heating.	5,645-20	5,589-50	55-30		
	983-10		983-10		
Total net Surplus.	294,689-50	276,133-10	30,621-00 18,556-40	12,064-20	
<i>Oats</i>					
One C.W. Oats	4,390-00	4,391-06		1-06	Buy in.
Two C.W. Oats	164,409-04	157,828-08	6,570-30		
Three C.W. Oats	38,826-06	41,433-28		2,607-22	Take from Two C.W.
Ex. One Feed Oats	1,937-12	2,992-32		1,055-20	Take from 2 C.W.
No. One Feed Oats	2,210-30	2,210-30			
No. Two Feed Oats	6,444-24	6,966-06		521-16	Take from Two C.W.
NG. Two C.W. Oats, tough	2,162-02	3,766-26		1,604-24	Take from Two C.W.
NG. Three C.W. Oats, tough	8,685-30	8,780-00		94-04	Take from 2 C.W.
NG. One Feed Oats, tough	923-28	902-26	21-02		
NG. Two Feed Oats, tough	987-02	644-00	343-02		
NG. Two C.W. Oats, tough and heating	1,012-02		1,012-02		
Rejected Oats, Mxd. heated	2,320-10	1,900-30	419-14		
Total Net Surplus	234,309-14	231,827-22	8,366-16 2,481-26	5,884-24	



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<i>Barley</i>					
Three C.W. Barley	5,067-34	4,446-44	620-38		
Four C.W. Barley	1,347-44	1,323-46	23-46		
Feed Barley	237-24		237-24		
Rejected Barley	1,697-44	1,697-44			
NG. Three C.W. Barley, tough	817 04	817-14	154-28	0	10
NG. Rejected Barley, tough	154-28				
NG. Rej. Barley Tf. Mxd., heated	1,256 32	1,236-22	20-10		
	10,579-18	9, 22-26	1,057-02	0	10
Total Net Surplus			1,056-40		
<i>Rejected Mixed Grain</i>					
Rejected Mxd. Grain	Lbs.	Lbs.	Lbs.		
NG. Tf. Rej. Mxd. Grain	817,640	495,630	322,010		
	71,420	70,150	1,270		
	889,060	565,780	323,280		
	.....	...	323,280		
Total Net Surplus					
Oats, scalpings	73,840				
Elevator sweepings	1,600				



Consolidated Elevator.  
Statement Showing Official Stocks with Surpluses and Deficits as at August 23, 1916.

Grade.	Official Weigh-up Aug. 23, '16	Outstanding Warehouse Receipts, Aug. 23, '16.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—</i>					
One Northern.....	Bush. 386,158 00	Bush. 311,380-50	Bush. 74,777 10	Bush. 4,259 30	Take from One Northern.
Two Northern.....	54,391-50	58,651-20		16,174-40	Take from One Northern.
Three Northern.....	1,212 00	17,386-40		9,085 10	Take from One Northern.
No. Four.....	4,909 20	13,994-30			
No. Five.....	5,551-00	4,186-20	1,364 40		Take from No. 5.
Feed.....		56-20		56 20	
Rejected One Northern	15,423-00	12,952-20	2,470-40		
Rejected Two Northern	6,505 10	5,651-50	853-20		
Rejected Three Northern	5,053-50	3,458-50	1,595 00		
Smutty One Northern...	6,277 30	2,942-20	3,335-10		
Smutty Two Northern...	3,558 10	4,217-50		659-40	Take from Smutty One Northern
Smutty Three Northern	4,299 50	4,787-30		487 40	Take from Smutty One Northern
Smutty No. Five...	536 10	689-50		153-40	Take from No. Five.
N.G. One Northern Tf...	3,332 20	4,713-00		1,380 40	Take from One Nor.
N.G. Two Northern Tf.	2,991 50	3,989-10		997 20	Take from One Northern.
N.G. Three Northern Tf	2,622 00	3,410-00		788 00	Take from Rej. Three Northern Cld.
N.G. No. Five Tf.		132-10		132 10	Take from No. Five.
Smutty N.G. One Northern Tf	471 40	487-10		12 30	Take from Smutty One Northern.
N.G. Smutty Two Northern Tf.	4,013 50	3,394-30	619-20		
N.G. Smutty Three Northern Tf	1,630 40	1,602-40	28 00		
Rejected Two Northern Mx. Htd.	1,535 00	1,417-50	117 10		
Rejected Three Northern Mxd. heated		28-50		28 50	Take from Rejected Two Northern, heated.
Rejected No. Four Mixed, heated	1,150 00	1,100-10	29 50		
N.G. Rejected Three Northern Tf. Mixed, heated.	900 00	995-00		95 00	Take from Rejected Two Northern, heated.
Total Net Surplus	512,516 10	461,627-00	85,200-20	34,311-10	
			50,889 10		
<i>Oats—</i>					
Two C.W. Oats.	136,424 24	128,023 11	8,401 13		
Three C.W. Oats	53,746 16	48,545 10	5,201 06		
One Feed Oats.....	437 12	447 02		9 24	Take from Two C.W.
Two Feed Oats.....	27,734 04	37,067-12		9,333 08	Take from Three C.W. and Two C.W.
Rejected Oats.....	14,863 18	14,865-10		1 26	Take from Two C.W.
N.G. Two C.W. Oats Tf.	6,265 00	6,269 14		4 14	Take from Two C.W.



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<i>Oats</i> No. Three C.W. Oats Tf. Rejected Oats heated, No. Rejected Oats Tf. Mixed, heated, Rejected Oats Mixed gravel	8,045-30	8,046-26		0 30	Take from Two C.W.
	2,114 01	2,116 15	7 23	..	
	8,581 16	8,182 22	398 28	..	
	553 68	574 24		21 16	Take from Two C.W.
	258,795-30	254,158-10	14,009 02	9,271-16	
Total Not Surplus .....					
<i>Barley</i> Three C.W. Barley, Four C.W. Barley	20,734 33	16,295 20	4,439 18		
	1,067 34	5,038 16		3,370 30	Take from Three C.W.
	22,402 24	21,333-36	4,439-18	3,370 30	
Total Not Surplus .....					
<i>Flax</i> No. One N.W.C. Flax Two C.W. Flax, Three C.W. Flax Rejected Flax, Mixed Bkn. White, No. One N.W.C. Flax, wet.	78,549 11	72,210-23	6,339-21		
	11,877 01	14,367-00		2,489 52	Take from One N.W.C.
		95-11		95 11	Take from One N.W.C.
		310-15		310 15	Take from One N.W.C.
		18-29		18 29	Take from One N.W.C.
Total Not Surplus .....					
<i>Rye</i> No. Two Rye.	90,426-48	87,001-22	6,339-21	2,913 51	
			3,425 26		
Total Not Surplus .....					
<i>Mixed Grain</i> Rejected Mixed Grain Rejected Mixed, heated	1-44	1-44			
	Lbs.	Lbs.	Lbs.		
	262,800	344,900		82,040	Buy in.
	31,970	32,100		130	Buy in.
	294,830	377,000		82,170	
Total Not Surplus .....					
<i>Scalpings</i> Wheat Scalpings Flax Scalpings	222,230				
	385,710				



WESTERN TERMINAL ELEVATOR.

STATEMENT Showing Official Stocks with Surpluses and Deficits as at August 31, 1916.

Grade.	Official Weigh-up. Aug. 31st.	Outstanding Warehouse Receipts, Aug. 31st.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—</i>					
No. One Hard.....	Bush. 1,323-30	Bush. 1,294 00	Bush. 29-30	Bush. 1,343-50	Buy in.
One Northern.....	294,416-00	295,759-50			
Two Northern.....	60,741-20	57,941-30	2,799-50		
Three Northern.....	49,552-20	46,517-10	3,035-10		
No. Four.....	42,616-50	8,883-30	33,733-20		
No. Five.....		2,515-40		2,515-40	Take from No. Four.
No. Six.....		1,006-00		1,006-00	Take from No. Four.
Feed.....		289-30		289-30	Take from No. Four.
Rejected One Northern..	7,945-20	7,609 00	336-20		
Rejected Two Northern..	2,196-50	2,181-10	15-40		
Rejected Three Northern..		26-50		26-50	Take from Rejected One Northern.
Rejected No. Four.....	444-00	278-00		278-00	Take from Rej. Two Nor. and Rej. One Nor.
Rejected Three Northern, Mixed, heated.....		158-20			
Rejected No. Four, Mixed, heated.....		139 30	285-40		
NG. One Northern, tough ..	1,404 20	1,472 30		139 30	Take from Rej. 3 Northern, heated.
NG. Smutty Three Northern, tough ..	1,036-50	1,073-10		68-10	Take from Two Northern.
				36-20	Take from Three Northern.
Total Net Surplus ..	461,677-20	427,145-40	40,235 30	5,703-50	
			34,531-40		
<i>Oats—</i>					
Two C.W. Oats ..	84,435 00	83,105-20	1,329 14		Buy balance; take from Two C.W.
Three C.W. Oats ..	82,585-30	92,602-02		10,016-06	Buy in.
Ex. One Feed Oats ..		907-02		907-02	
No. One Feed Oats.....	15,968-18	13,253-08	2,715 10		
Two Feed Oats.....	57,945 32	41,970-30	15,975-02		
NG. Three C.W., tough.....	6,156-06	5,680-10	475-30		
Rejected Oats, Mixed, heated.....	5,023-08	5,012-12	10-30		
NG. Rejected Oats, Tf. Mixed, heated ..	5,035-30	5,028-18	7-12		
Total Net Surplus ..	257,150-22	247,560-00	20,513-30	10,923 08	
Account Uncancelled shipments Ex. Fd.....			9,590 22		
			4,533-28		
Grand total, Net Surplus.....			14,124-16		



<i>Barley—</i> Three C.W. Barley..... Four C.W. Barley.....  Total Net Deficits.....	6,165-20 4,897-34	7,077-10 4,187-44	..... 709 38	911 38 .....	Buy in.
	11,063-06 .....	11,265-06 .....	709 38	911-38 202-00	
	226,681-04 32,681-14 ..... ..... 55-29 980-50 1,096-54 ..... .....	223,466-38 32,989-54 1,535-25 208-25 505-25 936 19 1,032-50 17 16 175-00	3,214 22 ..... ..... ..... 44 31 64 04 .....	308-40 1,535-25 208-25 449-52 ..... 17 16 175-00	Take from One N.W.C. Take from One N.W.C. Take from One N.W.C. Take from One N.W.C.  Take from One N.W.C. Take from One N.W.C.
	261,495-39 .....	260,867 28 .....	3,323 01 628 11	2,694-46	
Total Net Surplus.....					
<i>Mixed Grain—</i> Rejected Mixed Grain..... Total Net Deficit.....	Lbs. 373,450 .....	Lbs. 403,520 .....	Lbs. .....	Lbs. 30,070 30,070	Buy in.
	264,510	.....	.....	.....	
<i>Scalpings—</i> Wheat Scalpings.....					



GRAIN GROWERS' ELEVATOR.

STATEMENT Showing Official Stocks, With Surpluses and Deficits as at August 28, 1916.

Grade.	Official Weight-up August 28th	Outstanding Warehouse Receipts.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—</i>					
Number One Hard.....	Bush. 5,389 10	Bush. 5,023-30	Bush. 365 40	Bush. .....	
Number One Northern.....	157,497-50	125,712-10	31,785 40	.....	
Two Northern.....	60,749-50	49,636-10	11,113 40	.....	
Three Northern.....	64,354-20	56,110-40	8,243 40	.....	
Number Four.....	23,545-00	25,960-30	.....	2,415-30	Take from Three Northern
Number Five.....	18,979-50	16,594-30	2,085 20	1,501-00	Take from Number Five.
Number Six.....	11,683 40	13,181-40	.....	37-10	Buy in.
Number One, Alberta Red Wheat.....	.....	37-10	.....	.....	
Number Two Alberta Red Wheat.....	1,685 00	1,380-30	304 30	.....	
Number Three Alberta Red Wheat.....	8,642-20	8,800-20	.....	218 00	Take from Two Alberta Red Wheat.
Number Four Red Wheat.....	1,089-30	1,087-20	2 10	.....	
Rej. One Northern.....	12,761-10	8,704-30	4,056 40	.....	
Rej. Two Northern.....	6,401-00	5,726-20	674 40	.....	
Rej. Three Northern.....	11,488-20	9,951-50	1,536 30	.....	
Rej. Number Four.....	1,906-20	1,865 20	41 00	.....	
Rej. One Northern Mixed Htd.....	2,050-50	.....	2,050 50	.....	
Cond. Number One.....	5,810-40	.....	5,810 40	.....	
Total Net Surplus ..	394,034 50	330,135 30	68,071 00	4,171-40	
	.....	.....	63,899 20	.....	
<i>Oats—</i>					
Number One C.W. Oats.....	28,885 10	32,814-24	.....	3,929-14	Buy in
Two C.W. Oats.....	468,600 00	479,066-02	.....	10,466 02	Buy in.
Three C.W. Oats.....	55,608 18	48,364-10	7,244-08	.....	
Ex. One Fd. Oats.....	3,540-00	2,204-14	1,335-20	.....	
Number One Fd. Oats.....	9,830 20	9,941-04	.....	113 18	Take from Number One Fd Extra.
Two Fd. Oats.....	5,220 10	12,465-20	.....	7,245 10	Take from Three C.W. and Ex. One Fd.
Rjd. Oats.....	2,709 14	2,395-00	314 14	.....	
N.G. Rej. Oats Tfd. Mixed Htd. and Htg.....	19,225 30	.....	19,225 30	.....	
Total Net Surplus.....	593,620 00	587,254 06	28,120 04	21,754 10	
	.....	.....	6,365 28	.....	



<i>Barley</i>					
Three C.W. Barley.....	16,130 20	14,092 31	1,437 34	301 32	Take from Three C.W. Barley.
Four C.W. Barley.....	1,904 28	2,906 12			
Feed Barley.....	1,614 28	932 14	682 14		
	19,649 28	17,831 12	2,120 00	301 32	
Total Net Surplus.....			1,818 16		
<i>Rye</i>					
Number Two Rye.....	908 42	914 26		5 40	
Total Net Deficit.....				5 40	
<i>Rej. Mixed Grain</i>					
Rej. Mixed Grain, Wheat and Oats ..	230,420	2,640	227,780		
	Lbs.	Lbs.	Lbs.		
Rej. Mixed Grain, Wheat and Barley ..	246,360		246,360		
Rej. Mixed Grain, Oats and Wheat ..	58,940	1,110	37,830		
Rej. Mixed Grain, Barley and Wheat ..	98,160		98,160		
Rej. Mixed Grain, Wheat, Oats and Barley ..	14,480		14,480		
Rej. Mixed Grain, Barley, Oats and Wheat ..	21,550		21,550		
Rej. Mixed Grain, Wheat and Oats Hhd	76,350		76,350		
	726,200	3,750	722,450		
Total Net Surplus.....			722,450		



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HORN'S ELEVATOR.

STATEMENT Showing Official Stocks With Surpluses and Deficits as at September 18, 1916.

Grade.	Official Weigh-up, Sept. 18, '16.	In store, Elevator 'D' Sept. 18 C.V.D. By Horn's Paper.	Deduct Account Overhippd through Elevator 'D' Account Horn's.	Total.	Outstanding Warehouse Receipts.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—</i>								
No. One Northern.....	Bush. 1,248-50	Bush. .....	Bush. .....	Bush. 1,248-50	Bush. 10,308-40	Bush. .....	Bush. 9,059-50	Buy in.
Two Northern .....	7,350-40	.....	.....	7,350-40	5,759-00	.....	.....	.....
Three Northern.....	5,541-10	.....	.....	5,541-10	8,207-00	.....	2,665 50	Apply Two Nor., buy balance.
No. Four.....	4,336-40	3,624-10	.....	7,960-50	8,473-30	.....	512-40	Buy in.
No. Five.....	1,748-30	1,074-00	.....	2,822-30	5,543-10	.....	2,720-40	Buy in.
No. Six.....	.....	1,931-20	.....	1,931-20	3,389-00	.....	1,457-40	Buy in.
Feed Wheat.....	.....	1,219-50	.....	1,219-50	1,318-50	.....	99-00	Buy in.
Dried One Northern.....	.....	3,311-50	.....	3,311-50	4,937-10	.....	1,625-20	Buy in.
Dried Two Northern.....	.....	3,740-20	.....	3,740-20	4,060-50	.....	320 30	Buy in.
Rejected One Northern.....	.....	.....	.....	.....	202-30	.....	202-30	Buy in.
Rejected Two Northern.....	.....	.....	.....	.....	1,034-00	.....	1,034 00	Buy in.
Rejected Three Northern.....	.....	.....	.....	.....	882-50	.....	882-50	Buy in.
Rejected No. Four.....	.....	.....	.....	.....	77-50	.....	77 50	Buy in.
Smutty One Northern.....	.....	.....	.....	.....	1,898-10	.....	1,898-10	Buy in.
Smutty Two Northern .....	9,358-40	.....	.....	9,358-40	2,581-30	.....	2,900 10	Apply Smutty Two Northern
Smutty Three Northern .....	1,606 20	.....	.....	1,606 20	2,900-10	.....	2,390-00	Apply Dr. Smutty No. Five.
Smutty No. Four .....	.....	.....	.....	.....	1,520-20	.....	.....	.....
Smutty No. Six.....	.....	1,031-30	.....	1,031 30	2,390-00	.....	.....	.....
Dried Smutty One Northern .....	.....	.....	.....	.....	.....	.....	.....	.....
Dried Smutty No. Five .....	2,499-00	.....	.....	2,499 00	.....	.....	.....	.....
Smutty Rejected Three Northern.....	.....	.....	.....	.....	550-10	.....	550 10	Apply Smutty Two Northern.
Smutty Rejected No. Four .....	3,732-40	.....	.....	3,732 40	992-10	.....	.....	.....
NG. Two Northern Tf.....	.....	.....	.....	.....	1,396-10	.....	1,396 10	Buy in.
NG. Three Northern Tf.....	985-30	.....	.....	985-30	519-30	.....	.....	.....
NG. Rej. Three Nor. Tf .....	932-40	.....	.....	832 40	.....	.....	.....	.....
NG. Smty Rejected Three Nor. Tf.....	550-10	.....	.....	550 10	.....	.....	.....	.....
Dr. Rejected Two Northern Mixed, heated.....	1,842-10	1,061-30	.....	2,903-40	.....	.....	.....	.....
Dr. Rej. No. Four Mixed, heated.....	3,407-00	.....	.....	3,407-00	.....	.....	.....	.....
Dr. Rejected No. Five Mixed, htd.	2,764-20	2,993-10	.....	5,757-30	.....	.....	.....	.....
Rejected One Northern Mx., htd.....	15,915-10	.....	.....	15,915-10	18,409-40	.....	2,494 30	Buy in.
Rejected Two Northern Mx. htd.....	1,612-20	4,776-00	.....	6,388-20	5,081-10	.....	.....	.....



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10	Rejected Three Northern Mx., htd.	7,487 00	66 40	7,420 20	5,670 00	1,750 20	5,452 20	Apply Rej. No. 4, Three Nor and Two Nor., heated
1	Rejected No. Four Mixed, heated.	3,561 00		5,065 50	2,382 10	2,683 40	395 00	Apply Dr. Rej. No. Five Mxd., heated.
	Rejected No. Five Mixed, heated.				6,452 20			
	Rejected No. Six Mixed, heated.				395 00			
	Dr. Smutty No. Four Rej. Mx. htd	3,749 20		3,749 20		3,749 20		Apply Smutty. Rej. One Northern, heated.
	Smutty Rej. One Nor. Mxd., htd.	3,348 40		3,348 40		3,348 40		
	Smutty Rej. Two Nor., Mxd., htd.				367 40		367 40	
	Smutty, Rej. Three Nor. Mxd., htd.	11,598 00		19,877 20	(4) 4,763 30	15,113 50		Apply Smutty. Rej. 3 <sup>rd</sup> Mx., htd
	Smutty, Rej. No. Four Mxd., htd.				1,745 00		1,745 00	
	Rej. One Nor. Mxd., gravel and sand			1,257 40	1,257 40			
	Rej. Mxd., heated				140 30		140 30	Apply NG. 3 <sup>rd</sup> Tf.
	Rej. Three Nor. Mx. gravel and cinders				32 20		32 30	Apply NG. 3 <sup>rd</sup> Tf.
	Rej. No. Four, Mixed, sand	982 20		1,270 10	2,963 30		1,693 20	Apply Dr. Rej. Two Northern Mxd., heated
	Cond. No. One						974 20	Apply Dr. Rej. No. Four Mxd., heated.
	Cond. No. Two			543 50	1,518 10			
	Total Net Surplus	96,158 10	66 40	132,728 40	118,621 10	57,195 50 14,107 30	43,088 20	
Oats	Two C.W. Oats.	11,461 06		11,461 06	19,467 18		8,006 12	Buy in.
	Three C.W. Oats	6,145 00		6,145 00	2,262 26	3,882 08		
	No. One Feed Oats			4,456 26	4,332 14	124 12		
	Two Feed Oats.	1,588 18		2,207 02	11,402 15		9,195 13	Apply Three C.W. No. 1 Feed; buy balance.
	Dried Two C.W. Oats				1,890 30		1,890 30	Buy in
	Rejected Oats				1,691 26		1,691 26	Buy in.
	Rejected Oats, Mixed, heated			16,773 15	14,646 04	2,127 11	179 28	Buy in.
	Rejected Three C.W. Oats Mx. htd.				179 28			
	Rej. Oats, heated, Rej. Mxd., gravel			1,926 25		1,926 25		
	Cond. Oats	6,275 20		6,275 20	3,241 22	3,033 32		
	Cond. Oats Rej., Mxd., gravel			2,385 26		2,385 26		
	Account Unrecalled shipments Excl Feed Oats	41,846 06		51,631 18	59,115 13	13,480 12	20,964 07	
						789 14		
	Total Net Deficit					14,269 26	20,964 07 6,694 15	



## HORN'S ELEVATOR—Concluded.

STATEMENT Showing Official Stock with Surpluses and Deficits as at September 18, 1916—Concluded.

Grade.	Official Weigh-up, Sept. 18, '16.	In store, Elevator's Sept. 18, C.V.D. By Horn's Paper.	Deduct Account overshipp'd through Elevator's account Horn's.	Total.	Outstanding Warehouse Receipts.	Over.	Short.	Adjustments by Chief Inspector.
<i>Barley—</i>								
Three C.W. Barley . . . .	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	
			6,701 12 (Minus)	6,701-12	383-46		7,085 10	Buy in.
Dried Three C.W. Barley	2,160-00			2,160-00	2,207-44		47-44	Buy in.
Four C.W. Barley . . . .	1,051-22	3,624-10		3,624-10	923-38	2,700 20		
Rejected Barley . . . .		3,408 06		4,459-28		4,459 28		
Feed Barley . . . .		22 10		22-10		22 10		
Rejected Barley Mxd., heated.		2,308-16		2,308-16	543 10	1,765 06		
Total Net Surplus . . . .	3,211 22	9,362-42	6,701-12	5,873 04	4,058-42	8,947-16 1,814 10	7,136 06	
<i>Flax—</i>								
One N.W.C. Flax . . . .	68,993 55			68,993 55	49,862-40	19,131-15	11,767 10	Apply One N.W.E. Flax.
Two C.W. Flax . . . .	19,282-19			19,282 19	31,049-29	972 34		
Three C.W. Flax . . . .	5,243 26			5,243 26	4,270-48			
Rejected One N.W.C. Flax					2,307-16		2,307-16	Apply One N.W.C. Flax.
Rejected Flax . . . .					1,362-33		1,362-33	Apply Three C.W. and 1 N.W.C.
Rejected Mx. Bkn. Whit					2,134-24		2,134-24	Apply One N.W.C.
NG. Tf. Rejected Flax					298-21		298-21	Apply One N.W.C.
Rejected Flax, Mixed, heated.					216-15		216-15	Apply One N.W.C.
Rejected One N.W.C. Flax Mx. hnd	7,980 55			7,980 55	9,196-41	332 51	1,215-42	Apply One N.W.C.
Rejected Two C.W. Flax	2,597 33			2,597 33	2,264-38			
Cond. Flax . . . .					1,105-49		1,105-49	Apply Rej. two C. W. and one N.W.C. Flax
Cond. Flax fire-burnt . . . .	161 23			161 23	159 30	1 49		
Total Net Surplus . . . .	104,259 43			104,259 43	104,228 48	20,438 37 30 51	20,407-42	
<i>Mixed—</i>								
Rejected Mixed Grain . . . .	Lb.	Lb.	Lb.	Lb.	Lb.	Lb.	Lb.	
	1,318,480			1,318,480	256,252	1,062 238	Surplus.	
<i>Sealings</i> . . . . .	205,660			205,660		205,660	Surplus	



SESSIONAL PAPER No. 10d

## PORT ARTHUR ELEVATOR.

STATEMENT Showing Official Stocks With Surpluses and Deficits as at October 13, 1916.

Grade.	Official Weigh-up October 13, 1916.	Outstanding Warehouse Receipts.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—</i>					
Number One Hard.....	bush. 8,171-40	bush. 1,034-40	bush. 7,137-00	bush.	
One Northern.....	28,964-30	3,371-10	25,593-20		
Two Northern.....	68,797-40	61,515-00	7,282-40		
Three Northern.....	128,529-40	155,245-50		26,716-10	Apply One Hard, One Northern and Two Nor-
Number Four.....	102,722-10	113,374-30		10,652-20	thern and buy balance.
Number Five.....	71,714-10	74,650-00		2,935-50	
Number Six.....	58,070-50	61,542-20		3,471-30	Buy.
Feed.....	79,526-10	86,828-30		7,302-20	Buy.
Number Four Special.....	64,970-50	62,298-30	2,672-20		
Number Five Special.....	80,745-40	78,834-30	1,911-10		
Number Six Special.....	38,411-40	41,523-20	3,206-30	3,111-40	Apply No. 5 Special and Number Four Special.
Rejected One Northern.....	5,146-10	1,939-40			
Rejected Two Northern.....	9,036-30	12,213-50		3,177-20	Apply Rejected One Northern.
Rejected Three Northern.....	23,718-00	27,253-00		3,535-00	Buy.
Rejected Number Four.....	15,766-50	19,989-20		4,222-30	Buy.
Rejected Number Five.....	2,459-00	2,822-50	228-50	363-50	Buy.
Rejected Four Special.....	5,085-10	4,856-20		1,580-10	Apply Rejected Four Special, buy balance.
Rejected Five Special.....	3,998-00	5,578-10	5,555-00		
Smutty One Northern.....	6,752-10	1,197-10		17-20	Apply Smutty One Northern.
Smutty Two Northern.....	4,438-00	4,455-20		1,471-40	
Smutty Three Northern.....	2,617-00	4,088-40	64-20		
Smutty Number Four.....	804-30	740-10			
Smutty Number Six.....	962-30	1,841-00	44-10		Apply Smutty Number Four and Smutty One Northern.
Smutty Rejected Three Northern.....	909-10	865-00		64-00	Apply Smutty Rejected Three Northern andp
Smutty Rejected Number Four.....	962-00	1,026-00			Smutty One Northern.
N. G. One Northern, tough.....		3,236-30		3,236-30	Buy.
N. G. Two Northern, tough.....	1,742-20	4,281-50		2,539-30	Buy.
N. G. Three Northern, tough.....	10,857-30	11,715-10		857-40	Buy.
N. G. Four Tough.....	7,116-10	7,009-40	106-30		
N. G. Five Tough.....	1,717-50	5,027-50			
N. G. Six Tough.....	4,190-30	4,052-40	137-50		Apply N. G. Four Tf., buy balance.
N. G. Feed Tough.....	5,820-10	5,976-50		156-40	Apply N. G. Six Tf., buy balance.
N. G. Tf., Number Four, Special.....	8,175-30	7,955-50	219-40		
N. G. Tf., Number Five, Special.....	6,039-40	4,786-50	1,252-50		
N. G. Tf., Number Six, Special.....	4,073-50	3,977-30	96-20		
N. G. Rejected Three Northern, Tf.....	1,811-00	1,775-20	35-40		



PORT ARTHUR ELEVATOR—Continued.  
STATEMENT Showing Official Stocks With Surpluses and Deficits as at October 13, 1916—Continued.

Grade.	Official Weigh-up October 13, 1916.	Outstanding Warehouse Receipts.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—Cont.</i>					
N.G. Rejected Number Four, Tough	bush. 911-50	bush. 927-30	bush.	bush. 15-40	Apply N.G. Rejected Three Northern Tf.
N.G. Rejected Four Tf., Special.	662-00	663-00		1-00	
N.G. Smutty, Two Northern, Tf.	1,127-10	3,323-10	1,127-10		
N.G. Smutty, Three Northern, Tf.	3,614 40	607-50	291 30		
N.G. Smutty Number Four, Tough	606-50	1,074-40	24 40		Apply N.G. Smutty, Three Northern Tf.
N.G. Smutty Number Six, Tough	1,099-20	1,527-00			Buy.
Dried One Northern		1,347-00		1,527-00	Buy.
Dried Two Northern		62-30		1,347-00	Buy.
Number Two Goose		115-00		62-30	Buy.
Rejected Wheat		385-40		115-00	Buy.
No established grade	391-00	1,592-00	5-20		
Rejected One Northern, Mixed Heated	2,302-20	1,448-20	710-20		
Rejected Two Northern, Mixed Heated	1,348-40	591-10		99-40	Apply Rejected One Northern, Heated.
Rejected Three Northern, Mixed Heated	2,151-30	5,095-30	1,560 20		
Rejected Number Four, Mixed Heated	4,892-00	6,600-10		203 30	Apply Rejected. Three Northern, mixed with heated.
Rejected Number Five, Mixed Heated	5,997-00	308-00		603 10	Apply Rejected Three Northern Mixed with Heated.
Rejected Number Six, Mixed Heated	169-30	50-40		138 30	
Rejected Feed Mixed Heated				50-40	
Smutty One Northern Rejected Mixed Heated.	1,053 50	650 00	403 50		Apply Smutty One Northern Rejected Heated, Rejected.
Smutty Rejected Two Northern Rejected Mixed Heated		21 50		21-50	Three Northern Heated, Rejected One Northern Heated.
Smutty Number Four, Rejected Mixed Heated	1,154 10	2,268 00		1,113 50	
Smutty Number Five, Rejected Mixed Heated	2,203 20	237-00	2,203 20		Smutty Rejected Five Heated.
Smutty Number Six, Rejected Mixed Heated	3,915 20	3,953-30		237 00	Rejected Two Northern Mixed Fire burnt.
Rejected One Northern, Mixed Fire burnt	705 10	436-50	268-20	38 10	
Rejected Two Northern, Mixed Fire burnt	712 10	417-00	295-10		
Rejected Three Northern, Mixed Fire burnt	519 00	512-50	6 10		
N.G. Three Northern Tf. Rejected Mixed Htd		20-30		20 30	N.G. Smutty Two Northern, tough.
N.G. Smutty Two Northern Tf. Rejected Mixed Htd	1,113-40	1,537-00		423 20	Buy.
Condemned Number One	515 40	478-00	37 40		
N.G. Smutty Four Tf. Rejected Mixed Heated	2,786-50	1,131-10	655 40		
Condemned Number Two	260-10	262-30		2 20	Condemned Number Two.
N.G. Condemned Number Two Tough					
	905,037-40	927,526-10	63,133 40	85,622-10	



Uncancelled shipments, Number One Northern	
" " " " " " " " " " " "	
" " " " " " " " " " " "	
" " " " " " " " " " " "	
Total net surplus..	
<i>Oats—</i>	
One C.W. Oats	
Two C.W. Oats	
Three C.W. Oats	
Ex. One Feed Oats	
One Feed Oats	
Two Feed Oats	
Rejected Oats	
N.G. Two C.W. Oats, Tf	
N.G. Three C.W. Oats, Tf	
Rejected Oats, Mixed Heated	
N.G. Tf., Rejected Oats, Mixed Heated	
Condemned Oats	
Account Uncancelled Shipments, Three C.W. Oats	
Total Net Surplus	
<i>Barley—</i>	
Ex. Three C.W. Barley	
Three C.W. Barley	
Number Four C.W. Barley	
Rejected Barley	
Feed Barley	
Rejected Barley Heated	
Condemned Barley	
Account Uncancelled Shipments, Three C.W. Barley.	
Total net surplus..	
<i>Flax—</i>	
One N.W.C. Flax	
Two C.W. Flax	
Three C.W. Flax	
Rejected Flax	
Rejected One N.W.C. Flax, Mixed Bkn. Wheat	
Rejected Flax, Mixed Bkn. Wheat.	
Rejected One N.W.C. Flax, Mixed Heated.	
Rejected Two C.W. Flax, Heated	



PORT ARTHUR ELEVATOR—Concluded.

STATEMENT Showing Official Stocks With Surpluses and Deficits as at October 13, 1916 *Concluded.*

Grade.	Official Weigh-up October 13, 1916.	Outstanding Warehouse Receipts.	Over	Short.	Adjustments by Chief Inspector.
<i>Flax—Con.</i>					
Rejected Three C.W. Flax, Heated.....	Bush.	Bush.	Bush.	Bush	Rejected Flax. N.G. Condemned Flax, Tough.
Condemned Flax.....	.. ..	51-00	.. ..	51-00	
N.G. Condemned Flax, Tough.....	151-51	147-00	151-51	147-00	
Total Net Surplus .....	128,747-50	125,816-33	8,576-55	5,645 38	
	.. ..	.....	2,931 17		
<i>Mixed Grain—</i>					
Rejected Mixed Grain.....	lb.	lb.	lb.	lb.	Rejected Mixed Grain.
Rejected Mixed Grain.....	1,205,920	288,255	917,665		
Rejected Mixed Grain, Rejected Mixed Heated.....	92,810	89,130	3,680		
N.G. Tough, Rejected Mixed Grain.....	.. ..	20,400	.....	20,400	
Total Net Surplus.....	1,298,730	397,785	921,345	20,400	
	.....	.....	900,945		
Wheat Scalpings .....	lb.	lb.	lb.	lb.	
Oats Scalpings.....	1,311,400				
Flax Scalpings .....	34,100				
	339,260				



FORT WILLIAM ELEVATOR.

STATEMENT showing Official Stocks, with Surpluses and Deficits as at August 28, 1916.

Grade.	Official Weigh-up Aug. 28, '16	Outstanding Warehouse Receipts, Aug. 28, '16.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—</i>					
No. 1 Hard	Bush. 1,582-30	Bush. 1,566-40	Bush. 15-50	Bush.	
One Northern	130,538-50	82,965-40	47,573-10		
Two Northern	59,700-10	30,205-30	29,494-40		
Three Northern	15,180-00	8,404-20	6,775-40		
No. Four	10,195-50	12,465-10		2,269-20	Take from Three Northern.
No. Five	2,527-10	3,678-00		1,150-50	Take from Three Northern.
No. Four	198-20	1,477-40		582-50	Take from Three Northern.
Feed		38-30		1,279-20	Take from Three Northern.
No. One A Red Winter		2,537-20	1,598-30	38-30	Buy in.
Three A Red Winter	4,135-50	1,482-10			
Dried One Northern	1,450-00	2,427-30		32-10	Take from One Northern.
Dried Two Northern	2,244-20	2,833-30		183-10	Take from Two Northern.
Dried Three Northern		988-00		2,833-30	Take from Two Northern.
Dried No. Five		6,951-40		988-00	Take from Three Northern.
Rejected One Northern	6,389-00	4,355-50	60-30	562-40	Take from One Northern.
Rejected Two Northern	4,416-20	685-00			
Rejected Three Northern	1,093-30	1,262-50		685-00	Take from Two Northern.
Rejected No. Four		1,030-00		169-20	Take from Two Northern.
Dried Rejected Two Northern		1,032-10	2,108-40	1,030-00	Take from Two Northern.
Smutty One Northern	3,140-50	84-10			
Smutty Two Northern	3,135-50	4,202-00		84-10	Take from Smutty One Northern.
Smutty Three Northern		30-30		1,066-10	Take from Smutty One Northern.
Smutty Three A Red Winter		2,097-50		30-30	Take from Three A R.W.
NG. Two Northern Tf.	1,030-50	2,211-10		1,067-00	Take from Two Northern.
NG. Three Northern Tf.	729-10	4-30		1,482-00	Take from Two Northern.
NG. Three Northern Tf. & Musty		1,826-20		4-30	Take from Two Northern.
NG. No. Four Tf.	551-10	930-50		1,275-10	Take from Two Northern.
NG. No. 6 Tf.	863-10	449-00	12-40	67-40	Take from Two Northern.
NG. Smutty Two Northern Tf.	461-40	1,763-00			
NG. Smutty No. Four Tf.	645-30	997-40			
NG. Smutty No. Five Tf.					
Dried Smutty No. Four	950-00		950-00		Take from One Northern and Dr. Smutty N. 4.
Dried Smutty No. Five	988-20		988-20	1,117-30	Take from Dr. Smutty No. Five.
Rejected One Northern Mixed, heated		1,775-00		997-40	
Rejected Three Northern Mixed, heated		750-40			Take from Rejected One Northern, heated.
Rejected No. Four Mixed, heated	2,344-50		2,344-50	1,775-00	Take from Dr. Rej. Two Northern, heated.



FORT WILLIAM ELEVATOR—Concluded.

STATEMENT Showing Official Stock, with Surpluses and Deficits as at August 28, 1916 -Concluded.

Grade.	Official Weigh-up Aug. 28, '16.	Outstanding Warehouse Receipts, Aug. 28, '16.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—Con.</i>					
NG. Rejected One Northern Tf. Mixed, heated	Bush. 320 50	Bush. 2,614 50	Bush	Bush	Take from One Northern.
NG. Rejected Two Northern Tf. Mixed, heated	1,032 40	1,229 40		2,294 00 197 00	Take from Dr. Rej. Two Northern, heated.
NG. Rejected No. Four Tf. Mixed, heated.	1,710 10	1,710 30		20	Take from Dr. Rej. Two Northern, heated.
Dried Rejected One Northern Mixed, heated	3,121 50	1,007 00	2,114 50		
Dried Rejected Two Northern Mixed, heated	6,321 00	5,035 20	1,285 40		
Dried Rejected Three Northern Mixed, heated	7,866 10	7,916 10		50 00	Take from Dr. Rej. Two Northern, heated.
Dried Rejected No. Four Mixed, heated	1,072 10	3,198 20	57 10	3,198 20	Take from Rej. No. Four, heated, and Dr. Rej. One Northern, heated.
Dried Rejected No. Five Mixed, heated.	382 00	1,015 00	22 00		
Dried Smutty Rejected Three Northern Mixed, heated.	1,184 30	360 00	531 30		
Dried Smutty Rejected No. Six Mixed, heated	618 20	653 00	17 50	508 00	Take from Dr. Smutty Rej. No. Six, heated.
Dried Smutty Rejected Fd. Mixed, heated	211 00	508 00		21 20	Take from Dr. Smutty Rej. Three Nor., heated
Rejected One Northern Mixed Fr. Brnt	3,724 10	600 30	211 00 172 00		
NG. Tf. Rej. Three Northern Sinky and Fr. Brnt		21 20			
NG. Cond. No. Two Tf		3,552 10		195 00	Take from NG. Cond. Two Northern Tf.
Dried Cond. No. One		195 00			
Dried Cond. No. Two ..					
Net Surplus	282,058 00	213,709 50	96,334 50 68,348 10	27,986 40	
Account, Uncancelled Shipments—One Northern Two Northern Three Northern			99,500 00 19,000 00 7,000 00		
Total Net Surplus		193,848 10			
<i>Oats—</i>					
No. One C.W. Oats	11,909 24	13,475 20		1,565 30	Buy in.
Two C.W. Oats	304,404 04	232,261 17	72,142 21		
Three C.W. Oats	22,604 24	14,645 32	7,958 26		
Extra One Feed Oats	14,372 32	8,174 24	6,198 08		
No. One Feed Oats	1,950 00	4,282 16		2,332 16	Take from Extra One Feed.
Two Feed Oats....	1,610 20	7,822 12		6,211 26	Take from Three C.W.
Rejected Oats	1,225 00	1,935 00		710 00	Take from Three C.W.
No. Two Mixed Oats	2,261 26	2,251 16	10 10		
NG. Two C.W. Oats, tough.....	1,007 12	2,216 06		1,208 28	Take from Two C.W.



SESSIONAL PAPER No. 10d

NG. Three C.W. Oats, tough	2,183 18			Take from Two C.W.	2,183 18
NG. Two Feed Oats, tough	2,023 28			Take from Extra One Feed.	2,023 28
NG. Rejected Oats, tough	976 06			Take from Extra One Feed.	976 06
Dried Two C.W. Oats	8,720 30			Take from Two C.W.	8,720 30
Dried Three C.W. Oats	1,684 24			Take from Two C.W.	1,684 24
Dried Two Feed Oats	635 30			Take from Three C.W.	635 30
Rejected Oats, heated	700 10	8,142 22			
NG. Oats Tf. Rejected, heated	1,702 22			Take from Rejected Oats, heated.	1,702 22
Dried Rejected Oats, heated	14,728 18			Take from Rejected Oats, heated, and Two C.W.	11,639 04
Total Net Surplus	373,278-18	320,421 23	94,452-19 52,856-29		41,595-24
<i>Barley—</i>					
Three C.W. Barley	8,957 14	2,342 07	6,615 07		
Four C.W. Barley	1,596 42	8 36	1,588 06		
Rejected Barley	2,017 14	1,839 38	177 24		
NG. Three C.W. Barley, tough		18 36		Take from Three C.W.	18 36
NG. Three C.W. Barley, Tf. and Musty		27 04		Take from Three C.W.	27 04
Dried Rejected Barley, heated	1,536 42	2,677 44	1,536 42		
Rejected Barley, heated	576 02	492 04	83 46		
Dried Cond. Barley				Take from Rejected Barley, Four C.W. and Three C.W.	2,677 44
Total Net Surplus	14,684 18	7,406 25	10,001-29 7,277-41		2,723 36
<i>Flax—</i>					
No. One N.W.C. Flax	88,892 36	88,665 55	226 37	Take from One N.W. and buy balance.	842 13
Two C.W. Flax	281 49	1,124 06		Buy.	186 44
Three C.W. Flax		186 44		Buy.	454 36
Rejected Flax, Mixed Bkn. Wheat		454 36		Buy.	213 38
Rejected One N.C.W. Flax, Mixed Broken Wheat		213 38			
Rejected One N.C.W. Flax Mixed, heated	3,030 09	2,929 01	101 08		
Total Net Deficit	92,204 38	93,574 12	327 45		1,697 19 1,369 30
<i>Mixed Grain—</i>					
Rejected Mixed Grain	236,400	370,755		Buy.	134,355
Dried Rejected Mixed Grain, heated	32,180	30,460	1,720		
Total Net Deficit	268,580	401,215	1,720		134,355 132,635
<i>Scalpings</i>	Lbs. 240,180	Lbs.	Lbs.		Lbs.



DOMINION GOVERNMENT ELEVATOR.

STATEMENT showing Official Stocks with Surpluses and Deficits as at September 12, 1916.

Grade.	Official Weigh-up Sept. 12.	Deduct Account No Paper Outstanding Credited to Inter. Elevators.	Grain Covered by Switched Paper yet to be Unloaded at Port Arthur.	Total.	Outstanding Wholesale Receipts Including Switched Paper.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—</i>								
No. One Hard.....	Bush. 541-40	Bush. ....	Bush. ....	Bush. 541-40	Bush. 476-40	Bush. 65 00	Bush. ....	
One Northern.....	96, 189-40	.....	67, 465-40	163, 655-20	111, 587-50	52, 067-30	.....	
Two Northern.....	20, 579-00	.....	37, 349-10	57, 928-10	52, 715-00	5, 213-10	.....	
Three Northern.....	24, 318-10	747-10	6, 084-50	29, 655-50	19, 209-50	10, 446-00	.....	
No. Four.....	16, 369-50	.....	14, 475-10	30, 845 00	22, 688-20	8, 156-40	.....	
No. Five.....	576-20	.....	10, 799-20	11, 375-40	5, 077-40	6, 298 00	.....	
No. Six.....	6, 387-40	.....	213-40	6, 601-20	3, 430-40	3, 170-40	.....	Apply No. Six.
Feed.....	.....	.....	.....	.....	63-10	.....	63-10	
Dried One Northern.....	438-40	.....	1, 068-20	1, 507-00	515-40	991-20	.....	
Dried Two Northern..	.....	.....	3, 434-50	3, 434-50	935-10	2, 499-40	.....	
Dried Three Northern.....	.....	.....	.....	.....	2, 268-40	.....	2, 268-40	Apply Three Northern.
Dried No. Four.....	.....	.....	.....	.....	1, 439-20	.....	1, 439-20	Apply No. Four.
Dried No. Five.....	.....	.....	.....	.....	1, 792-20	.....	1, 792-20	Apply No. Five.
Dried No. Six.....	.....	.....	.....	.....	1, 769-10	.....	1, 769-10	Apply No. Six.
Three A.R.W.....	.....	.....	556-10	556-10	.....	556-10	.....	Apply No. Three A.R.W.
Dried Three A.R.W.	.....	.....	.....	.....	552 00	.....	552 00	
Rejected One Northern.....	5, 598-40	.....	37-20	5, 636 00	4, 668 50	967-10	.....	
Rejected One. Nor. Account Rye.	1, 066-40	.....	.....	1, 066-40	.....	1, 066-40	.....	
Rejected Two Northern.....	5, 157-10	381-40	.....	4, 775 30	6, 134-30	201-30	1, 359 00	Apply Rej. One Nor. and Rej. One Nor. Account Rye.
Rejected Three Northern.....	2, 227-00	.....	521-10	2, 748-10	2, 546-40	.....	.....	
Rejected No. Four.....	3, 171-00	.....	.....	3, 171-00	2, 302-10	868-50	.....	
Rejected No. Five.....	2, 222-00	.....	.....	2, 222-00	2, 217-30	4-30	.....	
Smutty One Nor.....	6, 328-30	.....	1, 141-40	7, 470-10	5, 562-40	1, 907-30	.....	
Smutty Two Northern.....	14, 594-10	.....	165-50	14, 760 00	10, 472-40	4, 287-20	.....	
Smutty Three Northern.....	4, 554-40	.....	1, 712-10	6, 266 50	1, 895-30	4, 371 20	.....	
Smutty No. Four.....	6, 301-20	.....	1-50	6, 303 10	6, 965-00	.....	661 50	Apply Smutty Three Northern.
Smutty No. Five.....	4, 293-50	.....	.....	4, 293-50	2, 946-50	1, 347-00	.....	
Smutty No. Six.....	4, 650-10	.....	.....	4, 650-10	2, 635-10	2, 015-00	.....	
Smutty Rejected One Northern.....	678-20	.....	.....	678-20	666-10	12-10	.....	
Smutty Rejected Two Northern.....	1, 060-40	.....	405-10	1, 060-40	2, 137-20	.....	1, 076-40	Apply Smutty Two Northern.
N.G. One Northern Tf.....	.....	.....	624-20	405-10	1, 084-00	.....	678 50	Apply One Northern.
N.G. Two Northern Tf.....	.....	.....	.....	624-20	.....	624 20	.....	
N.G. Three Northern Tf.....	.....	.....	1, 178-40	1, 178-40	2, 147 20	.....	968-40	Apply Three Northern.
N.G. No. Four Tf.....	.....	.....	.....	.....	502-40	.....	502-40	Apply No. Four.



NG. No. Five Tf.					663 20	1,005 40		342 20	Apply No. 5.
NG. Rejected No. Four Tf.						1,087 50		1,087 50	Apply Rejected No. Four and No. Four.
NG. Smutty One Northern Tf.						1,087 20		1,087 20	Apply Smutty One Northern.
NG. Smutty Two Northern Tf.					--20	1,096 50		1,096 30	Apply Smutty Two Northern.
NG. Smutty Three Northern Tf.						1,453 30		1,453 30	Apply Smutty Three Northern.
NG. Smutty No. Five				1,319 50				1,319 50	Apply Smutty No. Five.
NG. Smutty No. Six Tf.						2,172 50		2,172 50	Apply Smutty No. Six.
NG. Smutty No. Six Tf.				1,158 20		6,146 10			Smutty No. 3 Northern.
Rejected One Nor. Mixed, heated	13,895 00				12,736 40		6,590 30		
Rejected 2° Mixed, heated	14,750 40				14,750 40	12,484 20	2,266 20		
Rejected 3° Mixed, heated	19,387 20				19,387 20	15,481 20	3,906 00		
Rejected No. Four Mixed, heated	6,928 00				6,928 00	7,440 50		512 50	Apply Rejected 3° Mixed, heated.
Rejected No. Five Mixed, heated	10,982 40				10,982 40	7,310 10	3,672 30		AA
Rejected No. Six Mixed, heated	2,885 50				2,885 50	1,292 40	1,593 10		
Rejected Feed Mixed, heated	1,114 20				1,114 20	1,236 40		122 20	Apply Rejected No. Six Mixed, heated.
Smutty Rej. 1° Mixed, heated	1,106 20				1,106 20	1,083 00	23 20		
Smutty Rej. 2° Mixed, heated	5,046 20				5,046 20	2,707 20	2,339 00		
Smutty Rej. 3° Mixed, heated	1,134 20				1,134 20	2,245 40			
Smutty Rej. No. Four, Mx., heated	167 10				167 10	158 40	8 30		
Dr. Smutty Rej. 2° Mx., heated					1,168 30	1,115 50		1,115 50	Apply Smutty Rej. 2° Mx., heated.
NG. Tf. Rej 1° Mixed, heated						1,168 30			
NG. Tf. Rej. 2° Mixed, heated						1,269 50		1,269 50	Apply Rejected 2°, heated.
NG. Tf. Rej. 3° Mixed, heated						2,130 50		2,130 50	Apply Rejected 3°, heated.
NG. Tf. Rej. No. Five, Mx. heated						1,261 00		1,264 00	Apply Rejected No. Five, heated.
NG. Tf. No. Six Mixed, heated						1,132 40		1,132 40	Apply Rejected No. Six, heated.
Dr. Rej. 1° Mixed, heated				1,034 10				1,034 10	Apply Rejected 1° heated.
Dr. Rej. No. Four Mixed, heated					280 40		280 40		
Dr. Three Northern Musty					183 10	183 10			
Rejected 3° Mixed Fr. Bnt.	971-10			1,093 20				122 10	Apply Rejected Three Northern.
Rejected Six Mixed Fr. Bnt.	2,043 40					2,042 10	1 30		
Cond. No. One	5,088 30					5,088 30			
Dr. Cond. No. One						3,840 20		3,840 20	Apply Cond. No. One.
Cond. No. Two	3,141-50						3,141 50		
Cond. No. Five					51 00	51 00			
Cond. Fr. Bnt	302 10					302 10			
NG. Cond. No. One Tf.						1,201 10		1,201 10	Apply Cond. No. 1.
Dr. Cond. No. Two						2,983 50		2,983 50	Apply Cond. No. Two.
NG. Cond. No. Two Tf. Mixed, Fr. burnt.									
						1,330 20		1,330 20	Apply Rej. No. Five and No. Six Mixed, heated.
No. Established Grade.						1,093 30		1,093 30	Apply N.E.G. No. Four Bluestein.
No. Est. Grade No. Four Bluestein	1,096-40						1,096 40		
Smutty No. Est. Grade No. Three Bluestein	1,052 50								
					1,052 50	1,072 30		19 40	Apply Three Northern.
Total Net Surplus	318,400 00	5,734 30	149,582 20	462,247 50	367,079 10	137,146 00	41,977 20		



## DOMINION GOVERNMENT ELEVATOR—Concluded.

STATEMENT Showing Official Stock with Surpluses and Deficits as at September 12, 1916—Concluded.

Grade.	Official Weigh-up Sept. 12, '16.	Deduct Account No Paper (Outstanding Credited to Inter. Elevators.	Grain Covered by Switched Paper yet to be Unloaded at Port Arthur.	Total.	(Outstanding Wholesale Receipts Including Switched Paper.	Bush.	(Over.	Short.	Adjustments by Chief Inspector.
<i>Oats—</i>	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	
No. One C.W. Oats . . . .	4,078-08			4,078-08	3,779-04	299-04			
Two C.W. Oats . . . .	208,732-12		24,573-28	233,306-06	226,135-20	7,170-20			
Three C.W. Oats . . . . .	10,013-18		10,436-00	20,449-18	15,810-33	4,638-19			
Dr. Two C.W. Oats . . . . .	8,136-16			8,136-16	11,745-20			3,609-04	Apply Two C.W. Oats.
Dr. Three C.W. Oats . . . .					3,032-32			3,032-32	Apply Three C.W. Oats.
Extra One Feed Oats . . . . .	2,165-20		2,177-04	4,342-24	1,317-02	3,025-22			
One Feed Oats . . . . .	2,283-18		1,611-16	3,895-00	3,417-02	477-32			
Two Feed Oats . . . . .	6,017-12	1,193-18		4,823-28	11,049-12				
NG. Two C.W. Oats Tf . . .			663-18	663-18	1,953-28				
NG. Three C.W. Oats Tf . .			609-14	609-14		609-14			
Dr. Two Fd. Oats . . . . .			1,541-06	1,541-06	527-22	1,013-18			
Rejected Oats . . . . .	1,802-02			1,802-02	1,354-04	447-32			
Rejected Oats, heated . . .	47,683-08			47,683-08	23,018-18	24,664-24			
Cond. Oats . . . . .	1,807-12			1,807-12		1,807-12			
Dr. Cond. Oats . . . . .	3,090-10			3,090-10	2,335-00	755-10			
Rejected O. Account Fire & Smoke	2,187-22			2,187-22	2,189-24			2-02	Apply Rejected Oats Mixed, Fr. burnt.
Rejected Oats Mixed, Fire burnt	875-00			875-00		875-00			
Dr. Rej. Oats Mixed, Fr. burnt.					828-18			828-18	Apply Rej. Oats Mixed, Fr. burnt.
NG. Rej. Oats Tf. Mixed, heated					2,334-14			2,334-14	Apply Rej. Oats Mixed, heated.
Total Net Surplus . . . . .	298,872-22	1,193-18	41,612-18	339,291-22	310,829-15	45,785-03		17,322-30	
						28,462-07			
<i>Barley</i>									
Three C.W. Barley . . . . .	6,649-38		8,005-09	14,654-17	9,456-06	5,198-41			
Four C.W. Barley . . . . .	1,944-08		2,279-28	4,223-36	4,895-10			671-22	Apply Three C.W. Barley.
Rejected Barley . . . . .	555-00			555-00	375-20	179-28			
Feed Barley . . . . .	562-24			562-24	363-46	198-26			
NG. Three C.W. Barley Tf . .					766-32			766-32	Apply Three C.W. Barley.



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NG. Four C.W. Barley Tf. ....	1,237-34	.....	.....	.....	1,237-34	23-26 976-02	.....	23-26 .....	Apply Three C.W. Barley.
Dr. Rej. Barley Mixed, heated.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Net Surplus.....	10,949-08	.....	.....	10,284-37	21,233-45	16,856-46	5,838-31 4,376-47	1,461-32	.....
Flax—									
No. One N.W.C. Flax .....	79,714-24	.....	.....	6,417-03	86,131-27	84,490-11	1,641-16	4,812-01	Apply One N.W. and Dr. One N.W. buy balance.
Two C.W. Flax.....	14,655-16	.....	.....	2,446-13	17,101-29	21,913-30	.....	.....	.....
Three C.W. Flax .....	4,424-23	.....	.....	734-07	5,158-30	5,025-15	133-15	.....	.....
Rejected One N.W.C. Flax .....	.....	.....	.....	164-20	164-20	164-20	.....	.....	.....
Rejected Flax.....	417-48	.....	.....	37-24	455-16	546-42	.....	91-26	Apply Three C.W. Flax.
Rejected Flax Mixed B-W .....	9,519-37	.....	.....	.....	9,519-37	509-15	9,010-22	.....	.....
Dr. One N.W.C. Flax.....	.....	.....	.....	443-30	443-30	.....	443-30	.....	.....
NG. One N.W.C. Flax Tf.....	.....	.....	.....	.....	.....	2-21	.....	2-21	Buy in.
NG. Two C.W. Flax Tf .....	.....	.....	.....	.....	.....	6-08	.....	6-08	Buy in.
NG. Three C.W. Flax Tf.....	.....	.....	.....	.....	.....	255-43	.....	255-43	Buy in.
Rejected Flax Mixed, heated .....	.....	.....	.....	.....	.....	1,528-19	.....	1,528-19	Apply Rej. One N.W.C. Flax, Mx'd
Rej. One N.W.C. Flax. Sand & Grvl	.....	.....	.....	.....	.....	1-42	.....	1-42	Heated and Rej. Two C.W. Flax
Rej. One N.W.C. Flax Mx., heated	517-06	.....	.....	517-06	517-06	97-48	517-06	.....	and Two C.W. Flax.
Rejected Two C.W. Flax .....	1,077-21	.....	.....	1,077-21	1,077-21	.....	979-29	.....	.....
Rejected One N.W.C. Flax Mixed, Fire burnt	584-07	.....	.....	584-07	584-07	581-44	584-07	581-44	Apply Rej. One N.W.C. Mixed, Fire burnt.
Rejected Flax Mixed, Fire burnt.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cond. Flax .....	94-50	.....	.....	.....	94-50	43-27	94-50	43-27	Apply Cond. Flax, Buy Balance.
NG. Cond. Flax Tf .....	.....	.....	.....	.....	.....	143-15	.....	143-15	Apply Cond. Flax, Buy Balance.
Dr. Cond. Flax.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Net Surplus .....	111,005-08	.....	.....	10-242-41	121,247-49	115,310-08	13,404-07 5,937-41	7,466-22	.....
Mixed Grain—									
Rejected Mixed Grain.....	Lb. 769,810	Lb. ....	Lb. ....	Lb. 9,680	Lb. 779,490	Lb. 688,147	Lb. 91,343	Lb. ....	.....
Smutty Rejected Mixed Grain...	42,980	.....	.....	.....	42,980	.....	42,980	.....	.....
Total Net Surplus.....	812,790	.....	.....	9,680	822,470	688,147	134,323 134,323	.....	.....
Flax and Broken Wheat Mixed.	.....	.....	.....	.....	.....	5,320	5,320	.....	.....
Total Net Surplus.....	.....	.....	.....	5,320	.....	.....	5,320	.....	.....
Scalpings .....	857,460	.....	.....	.....	857,460	.....	857,460	857,460	.....
Total Net Surplus .....	.....	.....	.....	.....	.....	.....	857,460	857,460	.....



GOVERNMENT INTERIOR ELEVATOR—MOOSEJAW.

STATEMENT showing Official Stocks, with Surpluses and Deficits as at October 2, 1916.

Grade.	Official Weigh-up, Oct. 2, 1916.	Outstanding Warehouse Receipts, Oct. 2, 1916.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—</i>					
No. One Northern.	Bush. 38,125 40	Bush. 103,885 20	Bush. . . . .	Bush. 65,759 40	Buy.
Two Northern.	12,208 50	28,504 30	. . . . .	16,295 40	Buy.
Three Northern.	22,841 30	1,823 00	21,018 30	. . . . .	
No. Four	7,410 40	6,738 10	672 30	10,357 40	Apply No. Four and Three Northern.
No. Five	29 50	10,387 30	. . . . .	19 10	
No. Six		19 10	. . . . .	4,412 40	Buy.
No. Two A. Red Winter		1,412 40	. . . . .	552 50	Buy.
Three A. Red Winter	1,480 10	552 50	1,480 10		
No. Four Red Winter	2,864 30		2,864 30	1,325 40	Buy.
Rejected Two A.R. Winter		1,325 40		979 00	Buy.
Dried One Northern					
Dried Two Northern.					
Rejected One Northern	3,130 10		3,130 10		
Rejected Two Northern	2,371 20	688 40	1,682 40		
Rejected Three Northern	3,608 10	521 10	3,087 00		
Rejected No. Four	1,540 00	821 00	719 00		
Smutty Two Northern		193 20		193 20	Buy.
Smutty Three Northern	129 20	1,701 40		1,572 20	Buy.
Smutty Rejected Two Northern		139 00		139 00	Apply Rejected Two Northern.
Dried Three Northern, musty.	174 40	183 10		8 30	Apply Three Northern.
N.G. Three Northern, damp		30 20		30 20	Apply Three Northern.
Rejected One Northern Mixed, heated.	2,178 10	1,073 30	1,104 40		
Rejected Three Northern, bin burnt.	67 50		67 50		
Rejected No. Four Mixed, heated	7,072 30		7,072 30		
Rejected No. Five Mixed, heated.	813 50		813 50		
Rejected No. Five, bin burnt	2,783 10		2,783 10		
Dried Rejected Two Northern Mixed, heated	7,121 30		7,121 30		
Dried Rejected Two Northern Mixed, bin burnt.		3,609 20		3,609 20	Apply dried Rejected Two Northern Mxd., hhd.
N.G. One Northern Tl. Rejected Mixed, heated		68 30		68 30	Apply Rej. One Northern, heated.
Dried Condemned No. One	2,541 50	1,151 40	1,390 10		
Dried Cond. Whit., fire burnt.	798 10	1,000 00		201 50	Apply Dried Condemned No. One.
Condemned No. 1.	4,171 50		4,171 50		
	123,463 20	169,809 10	59,179 40	105,525 30	



Account Uncancelled Shipments									
One Northern.....	.....				9,277 30				
Two Northern ..	.....				3,766 40				
Dr. Rejected Three Northern Mixed, heated.....	.....				1,412 30				
Rejected Three Northern Mixed, heated.....	.....				1,094 20				
N.G. Rejected Two Northern Tf. Mixed, heated .....	.....				1,097 20				
N.G. Rejected Three Northern Tf. Mixed, heated.....	.....				1,036 30				
Total Net Deficit.....	.....				76,864 30	105,525 30			
						28,661 00			
<i>Out</i> —									
Two C.W. Oats .....	749 14	16,270 00			6,152 04	15,520 20	Buy.		
Three C.W. Oats .....	8,585 00	2,432 30							
Ex. One Feed Oats .....	2,238 18	5,742 12				3,503 28	Buy.		
One Feed Oats .....		80 00				80 00	Apply Three C.W. Oats.		
Two Feed Oats .....		1,630 10				1,630 10			
Rejected Oats .....	2,231 16				2,231 16				
N.G. Tf. Rejected Oats, Mixed, heated. ....	850 00				850 00				
Account Uncancelled Shipments—Two C.W. Oats.	14,654 14	26,155 18			9,233 20	20,734 24			
Total Net Deficit.....					413 08				
					9,646 28	20,734 24			
						11,087 30			
<i>Barley</i> —									
Three C.W. Barley.....	798 36	7,383 00				6,584 12	Buy.		
Four C.W. Barley .....	1,433 46	1,694 08				260 10	Buy		
Total Net Deficit.....	2,232 34	9,077 08				6,844 22			
						6,844 22			
<i>Flax</i> —									
One N.W.C. Flax. ....	1,388 42	2,678 29				1,289 43	Buy		
Two C.W. Flax.....		62 37				62 37	Buy.		
Three C.W. Flax.....		634 37				634 37	Buy.		
Total Net Deficit .....	1,388 42	3,375 47				1,987 05			
						1,987 05			
<i>Rye</i> —									
Two C.W. Rye .....		70 40				70 40	Buy.		
Total Net Deficit.....						70 40	Buy.		



GOVERNMENT INTERIOR ELEVATOR—MOOSEJAW—Concluded  
STATEMENT showing Official Stock, with Surpluses and Deficits as at October 2, 1916—Concluded.

Grade.	Official Weigh-up, Oct. 2, 1916.	Outstanding Warehouse Receipts, Oct. 2, 1916.	Over.	Short.	Adjustments by Chief Inspector.
<i>Mixed—</i>					
Rejected Mixed Grain . . . . .	Lb. 1,120,590	Lb. 85,420	Lb. 1,035,170		
Dried Rejected Mixed Grain . . . . .	67,730		67,730		
N.G. Tf. Rejected Mixed Grain . . . . .	75,220	64,180	11,040		
	1,263,540	149,600	1,113,940		
Total Net Surplus . . . . .			1,113,940		
<i>Wild Oats</i> . . . . .	29,400		29,400	Surplus.	
<i>Scalpings—</i>					
Wheat Scalpings . . . . .	498,780				
Rejected Whit. Scalpings, Mixed, heated . . . . .	155,650				
Oat Scalpings . . . . .	18,830				
Flax Scalpings . . . . .	129,790				
	803,050		803,050	Surplus.	
<i>Screenings</i> . . . . .	2,126,750		2,126,750	Surplus	
<i>Seeds—</i>					
Mustard Seeds . . . . .	270				
Black Seeds . . . . .	205,570				
	205,840		205,840	Surplus	
<i>Wheat Heads</i> . . . . .	138,570		138,570	Surplus	
<i>Dust and Chaff</i> . . . . .	401,380		401,380	Surplus.	



GOVERNMENT INTERIOR ELEVATORS SASKATOON.

STATEMENT showing Official Stocks, with Surpluses and Deficits as at September 22, 1916.

Grain.	Official Weigh up Sept. 22nd.	Outstanding Warehouse Receipts.	Over.	Short.	Adjustments by Chief Inspector.
Wheat--					
Number One Northern	Bush.	Bush.	Bush.	Bush.	Buy in
Two Northern		21,832 40		21,832 40	Buy in.
Number Four		37,721 30		37,721 30	Buy in.
Number Five	22,794 10		22,794 10		
Number Six		1,292 00		1,292 00	Apply Number Four.
Rej. One Northern		194 30		194 30	
Rej. Two Northern	1,541 10	37 20	1,541 10	37 20	Buy in.
Smutty One Northern		1,109 50		1,109 50	Buy in.
Smutty Three Northern		10 30		10 30	Buy in.
N.G. One Northern Tf		401 00		401 00	Buy in.
N.G. Two Northern Tf		624 20		624 20	Buy in.
N.G. Three Northern Tf		1,441 20		1,441 20	Buy in.
N.G. Number Five Tf		659 00		659 00	Buy in.
N.G. Tf. Smutty One Northern		10 50		10 50	Buy in.
N.G. Tf. Smutty Two Northern		0 20		0 20	Buy in.
Rejected Number Four Mixed Htd	1,981 40		1,981 40		
Dried Rejected One Northern Mixed Htd	1,009 00	1,007 40	1 20		
Dried Rejected Number Four Mixed Htd		280 40		280 40	Apply Rejected Number Four Mixed Htd.
N.G. Tf. Rejected Number Five Mixed Htd		349 40		349 40	
Uncancelled Shipments--	27,326 00	66,976 10	26,318 20	65,968 30	
One Northern			1 40		
Dried Two Northern			1,692 40		
Three Northern			2,706 00		
Number Four			310 20		
Rejected Two Northern			1,857 40		
Smutty Two Northern			1,120 00		
Smutty Three Northern			9 20		
Smutty Rejected One Northern			1,097 00		
N.G. Three Northern Tf			1,141 20		
N.G. Tf. Smutty Number Five			1,325 50		
Dried Rejected Three Northern Mixed Htd			1,190 00		
Condemned Number Two, . . .			25 10		
Total Net Deficit . . . . .			39,195 20	65,968 30	
				26,773 10	



GOVERNMENT INTERIOR ELEVATOR—SASKATOON—Concluded.

STATEMENT showing Official Stocks, with Surpluses and Deficits as at September 22, 1916—Concluded.

Grade.	Official Weigh-up Sept. 22nd.	Outstanding Warehouse Receipts.	Over.	Short.	Adjustments by Chief Inspector.
<i>Oats—</i>					
Two C.W. Oats.....	Bush. 3,376-06	Bush. 16,354-00	Bush. ....	Bush. 12,977-28	Buy in.
Three C.W. Oats.....	3,811-16	6,465-00	....	2,653-18	Buy in.
Two Feed Oats.....	7 02	90-20	....	83-18	Buy in.
NG. Two C.W. Oats Tf.....	.....	663-18	....	663-18	Buy in.
NG. Three C.W. Oats Tf.....	.....	609-14	....	609-14	Buy in.
Uncancelled Shipments—	7,194 24	24,182 18	.....	16,987-28	
One Feed Oats.....	.....	.....	54-24	.....	
Two Feed Oats.....	.....	.....	8,519 24	.....	
Dried Two Feed Oats.....	.....	.....	5-30	.....	
NG. Two Feed Oats Tf.....	.....	.....	3,780-30	.....	
Rejected Oats Mixed Htd.....	.....	.....	2,332 32	.....	
Total Net Deficit....	.....	.....	14,694 04	2,293 22	
<i>Barley—</i>					
Number Three C.W. Barley...	.....	506 22	.....	506 22	Buy in.
Number Four C.W. Barley.....	.....	585 20	.....	585 20	Buy in.
Total Net Deficit....	.....	1,091 42	.....	1,091 42	
<i>Flax—</i>					
One NWC. Flax.....	2,854 36	7,941-03	.....	5,086-23	Buy in.
Two C.W. Flax.....	.....	2,380-45	.....	2,380-45	Buy in.
Three C.W. Flax.....	.....	103-14	.....	103-14	Buy in.
Rejected Flax.....	.....	37-24	.....	37-24	Buy in.
Rejected One N.W.C. Flax.....	.....	433-37	.....	433-37	Buy in.
Dried One NWC. Flax.....	.....	8-23	.....	8-23	Buy in.
Total Net Deficit....	2,854-36	10,904 34	.....	8,049-54	



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Uncancelled Shipments—	
Rejected Two C.W. Flax.....	403-04
Dried Three C.W. Flax Hfd....	109 22
	512 26
Total Net Deficit	7,537 28
Mixed—	
Rejected Mixed Grain.....	lb.
Uncancelled Shipments.....	12,270
	64,300
Total Net Surplus	52,030
Flax and Broken Wheat.....	63,646
Total Net Deficit	63,646
Scalpings—	
Wheat Scalpings . . . . .	239,260
Flax Scalpings . . . . .	380,550
Oats Scalpings . . . . .	127,630
Buckwheat and Bkn. Wheat	139,130
Screenings . . . . .	2,695,930
Chaff.....	596,150
Small Seeds . . . . .	271,600

lb.	lb.	512 26	7,537 28	
	12,270	lb.	lb.	
		64,300	12,270	
		52,030		
	63,646		63,646	Buy in.
			63,646	
239,260				
380,550				
127,630				
139,130				
2,695,930				
596,150				
271,600				All Surplus.



GOVERNMENT INTERIOR ELEVATORS—CALGARY.

STATEMENT showing Official Stocks, with Surpluses and Deficits as at September 27, 1916.

Grade.	Official Weigh up Sept. 22nd.	Outstanding Warehouse Receipts.	Over.	Short.	Adjustments by Chief Inspector.
<i>Wheat—</i>					
One Northern	Bush. 1,399.30	Bush. 655.20	Bush. 744.10	Bush.	
Three Northern	2,529.00	1,723.30	805.30		
Three Northern C.C.	639.30	639.50			
Number Four	1,689.10	1,144.50	247.20		
Number Five	20.50	10.20	10.30	14.50	Buy in.
Number One White Winter	1,625.00	1,639.50			
Number Three Red Winter	288.20	285.00	3.20		
Number Four Red Winter	137.20	60.40	72.40		
Number Two Mixed Winter	1,603.00	1,620.50		17.50	Buy in.
No established grade, Number One Blue in	1,615.00	1,616.40		1.40	Buy in.
Total Net Surplus	11,542.40	9,663.10	1,879.30	34.00	
<i>Oats—</i>					
Number One C.W. Oats	215.10	76.08	139.02		
Two C.W. Oats	2,292.22	2,271.16	21.06		
Three C.W. Oats	4,882.12	4,883.08		0.30	
Ex. One Feed Oats	4,592.32	4,650.10		37.12	Apply Two C.W. and One C.W. Oats.
Rejected Oats	2,168.08	2,238.28		70.20	
Total Net Surplus	14,151.16	14,100.02	160.08	108.28	
<i>Barley—</i>					
Number Four C.W. Barley	1,533.06	1,531.42	1.12		
Total Net Surplus			1.12		
<i>Mixed—</i>					
Rejected Mixed Grain					
Total Net Deficit					Buy in.
<i>Screenings</i>					
Screenings	20,710		20,710		
Total Net Surplus			20,710		



## SESSIONAL PAPER No. 10d

STATEMENT showing the Approximate Total in Bushels of Allowances of One-sixth Bushel per 1,000 Bushels made by each Terminal Elevator Company at Fort William and Port Arthur, on the Lake Shipments of Wheat, Oats, and Barley, during the Season of Navigation, 1916.

Elevator Company.	Kind of Grain.	Total Quantities of Grain shipped by Lake.	Total amount of allowance of $\frac{1}{6}$ bushel per 1,000 bushels.
		Bushels.	In bushels.
Canadian Pacific Railway Co.....	Wheat.....	15,987,290-00	2 664 30
	Oats.....	4,932,000-18	822-00
	Barley.....	1,313,216-22	218-40
Empire and Thunder Bay Elevator Co.....	Wheat.....	13,810,279-10	2,301-40
	Oats.....	5,312,832-20	885-16
	Barley.....	1,013,438-21	168 44
Consolidated Elevator Co.....	Wheat.....	13,008,884-30	2,168-10
	Oats.....	2,953,072-18	492 00
	Barley.....	329,091-36	54 40
Ogilvie Flour Mills Co.....	Wheat.....	10,426,699-00	1,737-40
	Oats.....	849,032-07	141-17
	Barley.....	377,304-01	62 42
Western Terminal Elevator Co.....	Wheat.....	16,806,150-50	2,801 00
	Oats.....	2,975,258 26	495 28
	Barley.....	222,715-02	37-06
Grain Growers' Grain Co.....	Wheat.....	13,446,454 10	2,241-00
	Oats.....	1,847,238 17	307 00
	Barley.....	795,779-06	132-30
Port William Elevator Co.....	Wheat.....	12,576,786 29	2 062-50
	Oats.....	5,950,971 24	991-30
	Barley.....	485,431-03	80 44
Eastern Terminal Elevator Company.....	Wheat.....	4,887,093-50	814-30
	Oats.....	1,964,976 30	317-16
	Barley.....	180,595-16	29 04
Grand Trunk Pacific Elevator Company.....	Wheat.....	12,169,241-00	2,028-10
	Oats.....	7,291,698 08	1,215 08
	Barley.....	632,286-47	105-18
Port Arthur Elevator Co.....	Wheat.....	25,516,766-30	4,252-50
	Oats.....	12,592,085-23	2,098 24
	Barley.....	2,541,605-18	423-30
Canadian Government.....	Wheat.....	14,256,050-20	2,376-00
	Oats.....	5,505,019 24	917-17
	Barley.....	634,145-42	105-32
Horn & Co.....	Wheat.....	513,396 50	85 20
	Oats.....	338,339-07	56 08
	Barley.....	71,926-17	12-00
Grand totals.....	Wheat.....	153,205,092-30	25,533-50
	Oats.....	55,452,506-18	9,241-20
	Barley.....	8,597,535-39	1,432 42



## CHAPTER VIII.

## RULINGS OF THE BOARD, ORDERS AND SESSIONS OF THE BOARD.

## I. SOME RULINGS OF THE BOARD.

## (a) COMPLAINTS OF VARIOUS FARMERS IN CONNECTION WITH ALLEGED SHORT WEIGHTS AT COUNTRY ELEVATORS IN AND AROUND ASSINIBOIA, SASKATCHEWAN.

*Part 1. Copies of Complaints.*

- (a) W. A. Collier vs. Saskatchewan Co-operative Elevator Co.
- (b) John N. Nelson vs. Saskatchewan Co-operative Elevator Co.
- (c) Thos. Wm. Bennett vs. Saskatchewan Co-operative Elevator Co.
- (d) Gordon W. Spicer vs. Province Elevator Co.
- (e) John Wright vs. Northern Elevator Co.

Statement of John Wright to Royal Northwest Mounted Police.

Canada.

Province of Saskatchewan.

To wit:

In the matter of The Canada Grain Act, and

I, William A. Collier, of Harptree, in the province of Saskatchewan, farmer, make oath and say:—

1. That on or about the 30th day of December, 1915, I sold to the Co-operative Elevator Co., Ltd., at Viceroy, a load of wheat weighed over the company's scales. The weight, net, allowed to me was 51 bushels, and 50 pounds. The grain was hauled in an Adam's grain box, which holds quite 62 bushels of wheat. The box was practically full when I weighed, and verily I believe there were over 60 bushels of wheat in the said box when weighed. The said elevator was then in charge of Wm. Gill, and is now in charge of Merrill.

And I make this complaint pursuant to The Canada Grain Act.

Sworn before me at the town of Assiniboia,  
in the province of Saskatchewan, this 1st  
day of June, A.D. 1916.

W. A. COLLIER.

W. WILLOUGHBY,

*A Commissioner for oaths in and for the  
Province of Saskatchewan.*

Canada.

Province of Saskatchewan.

To wit:

In the matter of The Canada Grain Act, and

I, John N. Nelson of Harptree, in the province of Saskatchewan, farmer, make oath and say:—

1. That on the 7th day of March, 1916, I delivered over the scales of the Co-operative Elevator Co., Ltd., elevator at Viceroy for storage 56 bushels and 50 pounds of



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wheat. The wheat was delivered to H. C. Merrill, then helper of the person in charge, and now the person in charge of said elevator. The weight given me was short, I verily believe, about 9 bushels.

And I make this complaint pursuant to the Canada Grain Act.

Sworn before me at the town of Assiniboia,  
in the province of Saskatchewan, this 1st  
day of June, A.D. 1916.

JOHN N. NELSON.

W. WILLOUGHBY,

*A Commissioner for oaths in and for the  
Province of Saskatchewan.*

Canada,

Province of Saskatchewan,

To wit:

In the matter of The Canada Grain Act, and

I, Thomas William Bennett, Jr., of Willow Bunch, in the Province of Saskatchewan, Farmer, make oath and say :

1. That on or about the 10th day of January, 1916, I sold a load of wheat to the Co-operative Elevator Co., Ltd., at Viceroy. The grain was hauled to the elevator in open tank, and the tank was driven on the company's scales. There were 56 bushels in the tank. On the same day I sold to the said company another load of wheat hauled and delivered in a sleigh box of 43 bushels. The said tank was placed on a heavy set of sleighs and the grain in the grain box was hauled by a lighter set of sleighs. On the said occasion the tare of the tank sleigh was 25 pounds heavier than the tare of the sleigh with grain box. That I have weighed the said tank and grain box and the tank is 225 pounds heavier than the grain box.

That Gill was in charge of the said elevator on the said date, and Merrill is now in charge of said elevator as I verily believe. On the succeeding day I delivered a load of grain in said box over said scales, and on this last occasion the tare of the tank load of grain was 10 pounds lighter than the grain box load.

Sworn before me at the Town of Meyronne,  
in the Province of Saskatchewan, this  
1st day of June, A.D. 1916.

T. W. BENNETT, Jr.

W. WILLOUGHBY,

*A Commissioner for oaths in and for  
the Province of Saskatchewan.*

Canada,

Province of Saskatchewan,

To wit:

In the matter of The Canada Grain Act, and

I, Gordon W. Spicer, of Readlyn, in the Province of Saskatchewan, Farmer, make oath and say :

1. That on or about the 21st day of February, 1916, I delivered a load of oats over the scales of the Province Elevator Co., Ltd., at Readlyn, to said company for storage, and I verily believe that I was short weighed on the said load to the extent of about



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170 pounds. The person in charge of said elevator was Alfred Bailey at the time of delivery of said oats.

And I make this complaint pursuant to The Canada Grain Act.

Sworn before me at the Town of Assiniboia,  
In the Province of Saskatchewan, this 1st  
day of June, A.D. 1916.

GORDON W. SPICER.

W. WILLOUGHBY,

*A Commissioner for oaths in and for  
the Province of Saskatchewan.*

*Statement of John A. Wright.*

On the last Monday in March, Jim Gaudett and myself hauled a load each of wheat into town for Mr. Lowery, who was with us driving another load.

On reaching the Northern elevator, we found Agent Moore was down town, so I called to Gaudett and Lowery to come inside and investigate. I said this, as the farmers all round have been complaining of short weights, and I considered that the agent being away, this was a good chance to see if the scales were fixed.

I believe that the other two were in the scales house as soon as I and must have observed my every movement. As I have previously stated, I found a lead slug concealed between the big weight and the sliding beam; and this I showed to Gaudett and Lowery. I put the weight back, before the elevator man returned, and though I watched did not see him take it away. I wanted Lowery to stand by me, and I would at once report the matter, but Lowery did not want to make trouble for Moore. While in town with another load of Lowery's wheat I weighed it on Dabel's scale, and found the Northern elevator gave me two bushels short.

When I saw a few days after a mounted policeman in town, I determined that it was my duty to the public to report the matter, though I personally had suffered no loss.

PART II.—PUBLIC SESSION.

It may be noted that these complaints were forwarded to the Board of Grain Commissioners by the Royal North West Mounted Police, and the Board considered them of sufficient gravity to call a public session thereon. Public session was held in Assiniboia, Sask., on June 1, 1916.

PART III.—EVIDENCE SUBMITTED.

- (a) W. A. Collier vs. Saskatchewan Co-operative Elevator Company.
- (b) John N. Nelson vs. Saskatchewan Co-operative Elevator Company.
- (c) Thos. Wm. Bennett vs. Saskatchewan Co-operative Elevator Company.

Viceroy.

The evidence submitted to the Board by the complainants was not of a substantial nature, but a comparison of the loads would indicate that they did not get good weight at this elevator. The conditions at this elevator in regard to the weighing and operation were very lax and naturally unsatisfactory to all concerned. The elevator company was represented by their Superintendent, Mr. Cleveland, who stated that the man in charge of the elevator at the time the above complainants delivered their grain, had been dismissed by his company as being incompetent, and therefore he was willing, at the suggestion of the Board, to meet the complainants and settle the matter amicably. The Board agreed to this, and Mr. Cleveland reported at a later stage that the matter had been settled amicably to all concerned.



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*(d) Gordon W. Spicer vs. Province Grain Company.*

Evidence submitted by the complainant was in the nature of a comparison of loads, which in the opinion of the Board is of very little value, due to the fact that the oats in question were from different fields and grown by different parties. No weight per bushel of each load had been secured, and therefore a discrepancy in weight of the different loads could easily be accounted for by a different weight per bushel. The complainant also submitted the evidence that he had weighed particular loads on a scale owned by a Mr. Sharpe in town, and there was a discrepancy between the weights he had received from the town scale as compared with the elevator scale.

The Chief Weighmaster for the Board of Grain Commissioners, Mr. White, proved conclusively that the weights recorded on the town scale could not be relied upon as accurate on account of the construction of the scale, and the probability of an error that may exist on account of the elements, etc.

*(e) Complaint of John Wright vs. the Northern Elevator Company.*

This is a somewhat peculiar case. The complainant was not aggrieved. Mr. Lowery, the aggrieved, had to be brought by subpœna to give evidence. He was a most unwilling witness, and did not wish to prosecute the elevator operator, Mr. Moore. The complainant, Mr. Wright, swore that on or about the 27th of March, 1916, when he delivered a load of wheat at the Northern Elevator Company's elevator at Meyronne, he discovered a piece of lead in the slot between the beam and the poise of the scale. This was corroborated by another witness, Mr. Gaudett.

The operator, Mr. Moore, denied all knowledge of lead being there, and stated under oath that if it was there he was unaware of it.

In the cross-examination of Mr. Lowery, he stated under oath that Mr. Moore, the operator, had admitted to him that he knew the lead was there.

The Chief Weighmaster for the Board of Grain Commissioners, Mr. J. G. White, gave expert testimony on the effect that a piece of lead, as described in the evidence, would have on the weighing. He stated that he was very familiar with the type of scale used, and that the lead was not a part of the scale. Further, whatever weight was added to the poise the ratio of the centre is one to one thousand, and if there is one ounce added to the poise it would be one thousand times that on the platform.

## PART IV.—REELING OF THE BOARD OF GRAIN COMMISSIONERS.

*(a) W. A. Collier vs. Sask. Co-operative Elevator Co.*

*(b) John N. Nelson vs. Sask. Co-operative Elevator Co.*

*(c) Thos. Wm. Bennett vs. Sask. Co-operative Elevator Co.*

As the complaints were settled amicably the Board dismisses these cases.

*(d) Complaint of Gordon W. Spicer vs. Province Elevator Company.*

In the opinion of the Board not sufficient evidence was submitted by the complainant to warrant any action being taken thereon, and therefore the case was dismissed.

*(e) John Wright vs. Northern Elevator Company.*

Mr. Moore, the agent of the Northern Elevator at Meyronne, Sask., was responsible for the proper use of the scales in the elevator. Sufficient evidence was adduced.



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in the opinion of the Board, to blame Mr. Moore, the operator, of having placed the lead between the beam and the poise for the purpose of securing extra weight. There was no evidence to show that the Northern Elevator Company was aware of the action of its operator, Mr. Moore.

It is therefore ordered by the Board of Grain Commissioners that the Northern Elevator Company discharge the said Mr. Moore from its employ forthwith.

(Sgd.) J. P. JONES,  
Commissioner.

I concur—  
(Sgd.) R. MAGILL,  
Chief Commissioner.

("B") SHORTAGE ON THE STEAMER "BRITON," OCTOBER 12, 1915.

PART I.—COPY OF COMPLAINT.

BUFFALO, N.Y., October 18.

J. G. WHITE, Esq.,  
Chief Weighmaster, Fort William.

*Briton* short twenty-seven seventy-seven bushels. Have requested elevator here to prepare affidavits in accordance with Mr. Bowen's request on Hartnell. Please investigate loading.

GRAIN CLEARANCE COMPANY.

PART II.—REPORT OF CHIEF WEIGHMASTER.

FORT WILLIAM, November 10, 1915.

(Our File W-273.)

C. BIRKETT, Esq.,  
Secretary, Board of Grain Commissioners,  
Fort William, Ont.

SS. *Briton*, October 12, 1915.

DEAR SIR,—The *Briton* loaded at the Western Terminal Elevator on October 12. B/L 115,000 bushels No. 1 Northern.

This cargo was discharged at Buffalo on October 16, as follows:—

Evans elevator.. . . .	28,040
Monarch elevator.. . . .	84,193
	<hr/>
	112,223 short 2,777 bush.

I beg to report that I have made a thorough investigation into the weighing and loading of the above cargo. The weigh-sheets and scale tickets agree, showing that (90) drafts, aggregating 115,000 bushels were weighed for the *Briton*.

Upon investigating the delivery of the grain from the scales to the shipping bins, I find that two drafts are shown on the weigh sheets as having been delivered from No. 6 scale to No. 6 shipping bin. The special officer's report, and the inspector's report both show that No. 6 shipping bin was not used during the loading. As the cover was locked on the spout leading to this bin, and the key in possession of the special officer, grain could not have been delivered to No. 6 bin without his knowledge.

The weighing of this cargo commenced at 17-40 K. and finished at 23-10 K., so that most of the work was done at night.



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No. 6 scale was in use receiving cars up till about 22 K. after which the above mentioned two drafts amounting to a little over 3,000 bushels were weighed on it, and it is evident that by some mistake or misunderstanding the spout was not placed for No. 6 shipper, and the two drafts in question were not delivered to the boat.

Orders were issued for 120,000 bushels. 115,000 bushels were weighed up. Mr. Irwin states that the captain was watching his water draft, and asked him to hold back about 3,000 bushels. There is no weighback shown on the weigh sheets.

After going carefully into every circumstance in connection with the handling of the above cargo, I can only come to the conclusion that the Western Terminal Elevator is responsible for the shortage.

I have the honour to be, sir,

Your obedient servant,

J. G. WHITE,

*Chief Weighmaster.*

## PART III—REPLY OF WESTERN TERMINAL ELEVATOR CO., LTD.

FORT WILLIAM, Ont., Nov. 13, 1915.

Mr. C. BIRKETT,

Secretary of Grain Commissioners,  
Grain Exchange, City.

Your letter of the 11th, file No. 5, with Chief Weighmaster's report on shortage on SS. *Briton* enclosed, received.

The writer personally took charge of the weighing on this boat after 10 p.m. and remembers having 6 scale set onto 10 belt for No. 7 shipper, when we commenced using 6 scale and to his knowledge was never taken off 10 belt for No. 7 shipper. There was no reason why we should do so, for before the writer went upstairs, the captain had advised me that he generally took 118,000 bushels but that he would take 115,000 bushels and go if we would finish him that night and it being a straight load of No. 1 Northern, the trimmers on the boat were keeping right up to the spouts.

We note the Weighmaster's report states that the weighman's report shows two drafts shown as from 6 scale to No. 6 shipper. It is a very easy matter for your weighman to take it for granted that the grain off 6 scale would be going to No. 6 shipper, the usual shipping bin grain off this scale is shipped through and on investigation or inquiring from our men to find it was going into 7 shipper and not change his figures showing two drafts previous as going to 6 shipper from 6 scale. Or possibly on asking what shipper we were going to send the grain off No. 6 scale to, he may have been told 6 shipper, and then this changed and sent to 7 shipper to save putting the other spout into the boat for the sake of two or three drafts, and your weighman still be under the impression it was going to 6 shipper. Or we may have told him 1 Nor. on 6 meaning 6 scale and he have taken it for 6 shipper, but at the same time he would not let it go to 6 shipper without the O.K. for this bin from your bin floor man, and which the bin floor man claims he did not give.

Mr. White must have misunderstood the writer when he states that the captain asked us to hold back 3,000 bushels, for he told the writer he usually took 118,000 bushels, but that he would take 115,000 bushels and go so that we would not have to hold any back. The writer is quite positive that 6 scale was never taken off 10 belt to 7 shipper and that all the grain weighed on 6 scale went to 7 shipper for the boat. We cannot see how from the information obtainable it can be taken for granted we are responsible for this shortage, and we do note that the boat unloaded in two elevators at Buffalo, and is there no possible chance of it having been to three elevators instead of two.



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We do not believe there was any mistake on our part made and that any of the grain weighed for the boat went anywhere else except to the shipping bins and the writer personally saw the shipping bins all shaken out at completion of loading.

If we thought for a moment that any of the grain weighed up for the boat did not go to it, we would have no hesitancy in adjusting this shortage, but under the circumstances do not feel that we are in any way responsible for same.

Yours truly,

WESTERN TERMINAL ELEVATOR CO., LTD.,

Per J. H. Irwin, Manager.

#### PART IV - PUBLIC SESSION.

The meeting was held over until the return of the General Manager of the Western Terminal Elevator, who was in the Old Country.

On the 8th of May, 1916, the General Manager of the Western Terminal Elevator Co., Mr. Read, asked for a public session. The case was heard in the Chief-Commissioner's office on May 22, 1916, at 2.30 p.m.

#### PART V.—EVIDENCE SUBMITTED.

The Government weighman at the Western Treminal Elevator sent in two documents in connection with the loading of this steamer. One is called a draft sheet, showing each draft, the number of the scale, and the number of the shipping bin, and the other is called the weighman's report.

The draft sheet shows that two drafts were weighed on No. 6 scale for No. 6 shipping bin, and the weighman's report shows that No. 6 shipping bin was used. The total weight of the two drafts is 3017-50 bushels.

The inspector in charge of the Western elevator also sent in report called the Inspector's Report, and this report shows that No. 6 shipping bin was not used. Further, No. 6 shipping bin was empty before the loading of the boat began, and it was empty after the loading of the boat was finished.

There was another report sent in by the special officer of the Weighing Department, whose work was not on the scale floor, but on the floor beneath. According to this report, No. 6 shipping bin was not used.

Taking these reports as they stand, and assuming that both sets of reports were correct as to No. 6 shipping bin, the result at first sight would be that two drafts were weighed into 6 shipping bin, but no grain was loaded on 6 shipping scale into the boat. This would account for the shortage except for the discrepancy in the amount of shortage reported, and the total amount of the two drafts, amounting to 240-50 bushels.

The matter does not end there, because the inspector and weighman report not merely that 6 shipping bin was not used for the loading of the boat, but that no grain was weighed into 6 shipping bin. The two officers state that no grain was weighed into 6 shipping bin.

The official weighman stated that he put No. 6 shipping bin on his sheets because he had been told that that shipping bin was being used by one or other of the elevator operators; either the manager or the weighman, he could not remember which. The Board were unable to ascertain who gave the information to the official weighman to the effect that 6 shipping bin was used.



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## PART VI.—FINDING OF THE BOARD.

The Government Officials do not select the shipping bins that are to be used in any particular cargo. The selection must be made by the elevator operator. It is the function of the government employees to sound and report on shipping bins. The Board believes that either the manager of the elevator, or one of his employees, gave the information to the Government weighman that No. 6 shipping bin was to be used for the drafts mentioned at the same time the Board believes that the grain did not go into No. 6 shipping bin. As to whether the grain from No. 6 shipping scale went into the boat the Board has no official evidence. It has nothing but the word of the Manager of the elevator. The two drafts, did not, according to the evidence, go into 6 shipping bin but whether it went into 7 shipping bin and thus into the boat the Board cannot state.

It has been the practice at the head of the lakes when there was any serious discrepancy in the documents or any serious difficulty with regard to the issuing of the certificates, that a certificate would be issued on the understanding that in case of a serious shortage a settlement would be attempted and effected between the various parties.

The Board do not know and cannot ascertain whether there was any loss of grain in transit to Buffalo or whether there was a mistake in the weighing at point of unloading. The Board do not believe it to be possible to ascertain the cause of this shortage, but in view of the fact that the loading elevator has the duty of giving correct information as to the shipping bins to the official weighman, and in view of the fact that such information was not given in this case, the Board would recommend the loading elevator to consider the advisability of effecting settlement or compromise in the matter, since the loading elevator was not entitled to any official certificate of weight and had such certificate not been issued the outturn weights would have been accepted by the Board as the basis for a certificate.

(Sgd.) ROBERT MAGILL,

*Chief Commissioner.*

I concur—

(Sgd.) J. P. JONES, *Commissioner.*(Sgd.) W. D. STAPLES, *Commissioner.*

FORT WILLIAM, June 16, 1916.

## COMPLAINT OF DR. T. A. PATRICK, YORKTON, SASK.

vs.

## THE LAKE OF THE WOODS MILLING COMPANY, LIMITED.

## PART I.—COPY OF COMPLAINT.

YORKTON, SASK., December 1, 1915.

The Board of Grain Commissioners,  
Fort William, Ont.

GENTLEMEN,—The partnership of which my tenant, F. A. Hooey, Yorkton and myself are members, hold storage tickets from the Lake of the Woods Milling Company's elevator at Yorkton for 1,138 bushels and ten pounds of wheat which we jointly own. At our request this wheat was shipped by the Lake of the Woods Milling Co. to the Canadian Government elevator at Port Arthur in car C.P.R. No. 59456, the



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company departing from our verbal instruction to the extent of consigning the wheat in their own name. This wheat is covered by the official weighmaster's certificate No. 141430, dated November 23, 1915, and we hold the Canadian Government elevator receipt Pro. 935, dated November 23, 1915, for this quantity of No. 3 Northern wheat.

On Monday last, November 29, we inquired of the company's agent at Yorkton for quotations on wheat of this grade, and being informed that he had none, we asked him to wire the company to sell the next day.

Since then we learn through the newspapers, that all wheat in store at the lake ports on Saturday last has been commandeered by your Board acting for the Government of Canada and will be paid for at closing prices on Winnipeg Grain Exchange on Saturday last. Assuming the correctness of the press reports it follows that our wheat was commandeered, and when commandeered became the property of the Government of Canada, who thereby became indebted to us to the amount of 98½ cents for each bushel, less charges.

To-day the agent at Yorkton read to us a letter he said he had received from the Lake of the Woods Milling Co. which stated in effect that his instructions to sell had been received; that owing to the action of the Government in commandeering the wheat, they had had difficulty in finding a market and had been able to sell for 96½ cents per bushel and instructing him to sell on that basis.

We have refused to accept settlement from the company contending:—

1. That the company must have been aware that property in this wheat had passed from us because of the action of the Government before the instructions to sell had been issued.

2. That the company, had it acted in good faith, would have so reported to us.

3. That the company could not and did not sell this wheat. We, therefore, formally complain that the Lake of the Woods Milling Company has, contrary to law, and in violation of the conditions on which it is licensed by your Board to carry on its business, endeavoured to cheat us out of the price which we are lawfully entitled to receive for our wheat, and out of a commission for selling the same, which commission they have not earned. And we formally give you notice that we claim settlement from your Board for this wheat, and

We further formally ask that an investigation of the Lake of the Woods Milling Company's action be made by your Board to the end that any fraudulent or unfair dealing which may appear may be formally dealt with by your Board.

Yours truly,

F. A. PATRICK,  
(for Patrick & Hooey.)

#### PART II—REPLY OF COMPANY.

Winnipeg, Man., Dec. 14, 1916.

*Messrs. Board of Grain Commissioners,  
Fort William, Ont.*

Gentlemen,—We have your letter of the 3rd inst., to which we did not reply, as we were waiting to hear from our agent at Yorkton. The circumstances of this case are as follows :

As per attached telegram we were instructed to sell the car in question, namely, No. 59456, on November 29.

Owing to the Government's commandeering of the wheat, there was no market here on the 29th of November, the Grain Exchange being practically closed on that date as well as the 30th of November.



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This was due to the excitement caused by the Government's action. We were not sure of the wheat commandeered, neither were we sure of the price which would be paid.

We, therefore, wired this party, as per attached telegram, that we sold the car at 96c.

You will notice from the attached card that prices on the 29th of November for 3 N. Wheat were 97c, equalling \$1.03½. We were quite unable to sell wheat at the Government's price, namely, \$1.04, no person being willing to buy unless it could be bought for a little less. We certainly do not think there is any cause for complaint, and are quite willing to pay the party in question the same price as paid by the Government, which we trust will be satisfactory to yourselves. Kindly communicate with this party along the above basis.

Yours truly,

LAKE OF THE WOODS MILLING CO., LTD.

C. S. Matheson, Mgr. Wheat Dept.

## THE CASE HEARD.

The following is a copy of the statements made by parties at the hearing in Winnipeg:—

(See copy of evidence on file.)

*Selling the Grain.*

The Lake of the Woods Milling Company is not licensed to sell grain on commission under The Canada Grain Act. The Board of Grain Commissioners do not understand in what capacity the Lake of the Woods Milling Company sold the grain for Dr. Patrick unless it be that the Lake of the Woods Milling Company sold Dr. Patrick's grain as an act of charity or friendship, without making any charge therefor, and without pretending to make a business of selling grain on commission. If the Lake of the Woods Milling Company sold this grain on commission, the company was guilty of a gross violation of the law, but if the company does not desire to do this kind of business and obliged Dr. Patrick by selling his grain without charging a fee therefor, the Board are not aware of anything in The Canada Grain Act that would enable them to punish a company for so doing.

The Lake of the Woods Milling Company sold the grain for Dr. Patrick and reported the sale. Although the grain had in fact been commandeered by the Government of Canada, the company reported it had sold the grain, and also, although a price for the commandeered grain had been fixed by the Government, the company reported the sale at a price below that paid by the Government.

The Board held that the producer was entitled to the full price paid by the Government, and the Lake of the Woods Company paid this price.

It is the view of the Board of Grain Commissioners that if the Lake of the Woods Milling Company desires to act as commission merchants the company should take license under The Canada Grain Act, and that if the company is not willing to take license in terms of the Grain Act, it should not undertake, even as an act of courtesy or of charity and without fee, to sell grain in this way.

## SHIPPING OUT OF GRAIN.

Dr. Patrick also complained that the Lake of the Woods Milling Company shipped grain out of their country elevator in their own name and not in his.



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If the producer of the grain tenders the storage tickets to the elevator and all proper charges upon the grain, the elevator operator should ship the grain out according to the instructions of the producer.

There appears to be a considerable laxity in this regard. Producers sometimes fail to give specific instructions with the tender of all the charges. On the other hand, elevator operators often fail to observe the rights of the producer in this regard.

In this case, Dr. Patrick does not appear to have tendered the charges when he gave his instructions.

This is not the only complaint made against the Lake of the Woods Milling Company, and an order will be issued to that company by the Board requiring them to direct their operators to conform with the provisions of The Canada Grain Act, and Rules and Regulations governing country elevators in regard to the shipping out of grain.

R. MAGILL,

Chief Commissioner.

J. P. JONES,

Commissioner.

COMPLAINT OF P. M. FRIESEN, OF RUSH LAKE, SASK., IN CONNECTION  
WITH OPERATIONS OF W. C. COCKEL, BUYER OF THE LAKE OF  
THE WOODS MILLING COMPANY AT RUSH LAKE, SASK.

Rush Lake, Sask., February 29th, 1916.

PART I—COPY OF COMPLAINT.

*Messrs. Grain Commission,  
Winnipeg, Manitoba.*

Dear Sirs:—The writer begs to draw your attention to W. C. Cockel, the grain buyer for the Lake of the Woods Milling Co., of this town, who has been buying wheat for the last two months on his own behalf, on a way down price. The wheat was stored in Crookshenk's coal shed near the track and reloaded into cars and bought by Mr. Cockel for his company for track price. As the cars were shipped in J. J. Hourigan's name, I take it for granted that Mr. Hourigan is complicated in that business, as Mr. Cockel paid the farmers with his own cheque as follows:

Trust account per W. C. Cockel.

I claim that these gentlemen were doing wrong to the farmers, taking advantage of them when they could not sell their grain in town. I would most urgently beg and request the Commission to investigate this matter, and for that matter will be pleased to render my services to the Commission. We have all the evidence right here in town, and the bank also can show you their transactions, which will prove my charges. I might further say that the manager of the bank is aware of this matter, and of course condemns it very strongly.

P. W. FRIESEN.

COPY OF AFFIDAVIT FILED WITH THE BOARD.

Canada,  
Province of Saskatchewan  
To wit :

In the matter of W. W. Von Niessen and W. C. Cockell.

I, W. W. Von Niessen of the Post Office of Rush Lake, Sask., do solemnly declare that—

I sold about 15 bushels of wheat to the Lake of the Woods Milling Co., or rather to Mr. Cockell, in the month of January, 1916, for the price of 90 cents per bushel,



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and got coal as payment and the balance \$1.50 in cash. I got no ticket of any kind. I was asked by Mr. Wiens what I got for my wheat. I told him that I got 90 cents. He told me that the price was \$1.10 and I also found out from the Saskatchewan man that the wheat was over a dollar.

The wheat was taken into the elevator's pit.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Evidence Act."

Declared before me at the Post Office of Rush  
Lake, in the Province of Saskatchewan,  
this 12th day of April, A.D. 1916.

W. W. VON NIESSEN.

P. M. FRIESEN,  
*Commissioner.*

## COPY OF AFFIDAVIT FILED WITH THE BOARD.

Canada,  
Province of Saskatchewan,  
To wit :

In the matter of John W. Dueck and W. C. Cockell.

I, John W. Dueck, of the Post Office of Rush Lake, in the Province of Saskatchewan, Farmer, do solemnly declare that:—

I sold one hundred and twelve (112) bushels of wheat on or about the first week in January, 1916, to W. C. Cockell, wheat buyer of the Lake of the Woods, for 86 cents a bushel, while the street price was at that day 98 cents. I was compelled to sell on account of not having any money to buy fuel. He took this wheat into a shed situated near the elevator.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Evidence Act."

Declared before me at the Village of Rush  
Lake, in the Province of Saskatchewan,  
this 5th day of April, A.D. 1916.

JOHN W. DUECK.

F. F. SEIMEN,  
*Commissioner.*

## COPY OF AFFIDAVIT FILED WITH THE BOARD.

Canada,  
Province of Saskatchewan,  
To wit :

In the matter of H. D. Doerksen and W. C. Cockell.

I, Heinrich D. Doerksen of the Post Office of Rush Lake, in the Province of Saskatchewan, farmer, do solemnly declare that,—

I sold about 24 bushels of wheat to W. C. Cockell, wheat buyer of the Lake of the Woods, Rush Lake, for the price of 90 cents a bushel, while the price on that day was \$1.08. I sold the wheat in the month of February in the elevator pit. Mr. Cockell paid me with his own cheque. I was compelled to sell the wheat on account of having no money to buy fuel.



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And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Evidence Act."

Declared before me at the Village of Rush

Lake, in the Province of Saskatchewan, HEINRICH D. DOERKSEN.  
this 5th day of April, A.D. 1916.

F. F. SEIMEN,  
*Commissioner.*

#### PART III. THE CASE HEARD.

The case was heard at Rush Lake, Sask., on April 26, 1916.

#### PART IV.—EVIDENCE SUBMITTED BY COMPLAINANT.

The complainant, Friesen, did not give evidence himself, but had as witnesses the following gentlemen: W. W. Van Niessen, J. Dueck, and H. D. Doerksen. Copies of affidavits filed with the Board by these three witnesses are attached hereinbefore.

1. Van Niessen stated under oath that he delivered 15 bushels of wheat to the defendant, Cockell, who placed same in the elevator pit, and paid him (Van Niessen) 90 cents per bushel for the same. The witness had reasons to believe that he should have been paid \$1.10 per bushel. He also protested against the grading of the defendant, stating that he delivered two loads from the same bin. The load that he delivered was graded 1 Northern, but the load delivered by one of his small boys was only graded 2 Northern.

2. John Dueck stated under oath that he sold to Cockell 133 bushels of grain, which was delivered to a coal shed at Rush Lake. He received 86 cents per bushel for the same, while he had reasons to believe that the street price on that date was 98 cents per bushel. He was compelled to sell the grain as he had to purchase some fuel, and had no money to buy the same.

3. H. D. Doerksen stated under oath that he delivered to the defendant 15½ bushels of grain, for which he received 90 cents per bushel. He had reasons to believe that the grain was worth \$1.08 per bushel. He stated that his grain was placed in the elevator pit.

#### PART V.—EVIDENCE SUBMITTED BY DEFENDANT.

Cockell, buyer for the Lake of the Woods Milling Co., Rush Lake, stated under oath that he made arrangements with Mr. J. J. Hourigan to weigh and purchase grain that he, Hourigan, would take from farmers, on account of the elevators being blocked. Hourigan also made financial arrangements whereby the defendant would issue cheques on a trust account in the bank, against the wheat purchased by him for Hourigan. The defendant stated further that he purchased in this way approximately 3,000 bushels, which were stored in a coal shed and then sold to the Lake of the Woods Milling Company's elevator at the market price, after the elevators had been relieved. He had received from Hourigan the sum of \$400 for his work in connection therewith. This works out at the rate of approximately 13 cents per bushel. The reason he states why such a big spread was taken was on account of the car situation and not knowing when they would be able to get the grain to the lake front. They did not hedge the grain in any way. He stated further that the first witness, Van Niessen, did not deliver his grain into the elevator pit.



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Mr. Hargrave, a traveller for the Lake of the Woods Milling Company, stated under oath that his company had no objections to their agents helping farmers out by weighing grain, coal, cattle, etc., if it was to the benefit of all concerned. He states that matters of this kind were left to the discretion of their agents.

## PART VI—OPINION OF THE BOARD.

The evidence submitted goes to show that Cockell, the buyer for a licensed country elevator, weighed grain for the farmers, and through arrangements with an outside party, bought this wheat at a much lower price than it was worth. The farmers had to sell the grain to buy fuel.

The Board does not approve of any agent of a country elevator entering into other phases of the grain business, for which he is not licensed, and while the Board does not consider the case of sufficient gravity to ask for the discharge of the defendant, Cockell, the Board desires to warn the said defendant that if anything of a similar nature occurs again, the Board will take advantage of Section 176 of The Canada Grain Act, and ask for his dismissal.

J. P. JONES,  
*Commissioner.*

W. D. STAPLES,  
*Commissioner.*

I concur,

R. MAGILL,  
*Chief Commissioner.*

FORT WILLIAM, Ont., May 10, 1916.

“E”—COMPLAINT OF IVAN CROSBY vs. THE STANDARD ELEVATOR COMPANY.

## PART I—COPY OF COMPLAINT.

WINNIPEG, February 10, 1916.  
My 1677.  
Your 500.

*Board of Grain Commissioners,  
Fort William, Ont.*

DEAR SIRS,—Seeing that your Board is to hold a sitting in Winnipeg during the early part of March, I would like to submit the following case to you for your decision, as to where the responsibility for the loss claimed should be placed.

From the information I have received, Ivan Crosby stored 1,446.30 bushels of wheat in an elevator at Rowletta, operated by the Standard Elevator Company, and received storage tickets for same.

Mr. Crosby decided to ship the above grain to Randall, Gee & Mitchell, Commission Company, to handle same for him.

I am informed that the Standard Elevator Company agreed to load the wheat into a car for Mr. Crosby, providing that he would sign a release for any liability for grade or weight for the grain.

Mr. Crosby admits signing a paper, but says that he is not sure just what were the contents of it.



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Mr. Anderson, the manager of the Standard Elevator at Rowletta, furnishes an affidavit, containing a list of weights of the grain as he loaded it into C.P. car 114534, on September 4, 1914, amounting to 1,446.30 bushels. He also states in the affidavit the depth to which the grain was loaded at point of shipment.

The car was billed and consigned to Randall, Gee & Mitchell, at Fort William, and handled by the Grand Trunk Pacific Railway Company, and was unloaded at the Grand Trunk Pacific elevator at Fort William and outturned 65,800 pounds, making a gross shortage of 20,990 pounds.

Randall, Gee & Mitchell presented a claim to the G.T.P.R. for the loss claimed, but the claim was declined, on the ground that there was no record of leak or damage while the car was in transit; they also point out that according to the statement made by the elevator operator there were only about 58 inches of grain in this car at time of loading, and that it could not contain 1,446 bushels of 58-pound wheat.

The record taken by the Grain Inspector's staff, in passing Winnipeg, is given as 10, 14 and 12 inches below the wheat line, which is supposed to be 65 inches high, and the record given at destination is 54 inches deep.

I think your Board will agree with me that this is a very serious loss, and a very complicated case to deal with.

According to the requirements of the Grain Act, can a country elevator justly demand a release for the outturn of a car of grain, providing same is being consigned to a point where official weights are furnished?

There is certainly something wrong, what is the remedy?

Yours truly,

D. D. CAMPBELL,  
*Claims Agent.*

PART II—REPLY OF STANDARD ELEVATOR CO., LIMITED.

WINNIPEG, February 1, 1916.

*Board of Grain Commissioners,  
Winnipeg, Man.*

*Re Car 114534 ex Rowletta.*

GENTLEMEN,—We have your favour of the 25th ult. and note your remarks contained therein. We have looked up our records and find that this car was shipped on or about September 5, 1914, and that there was weighed into the car by our buyer 1,446.40 bushels. The owner of this car, Mr. Ivan Crosbie, did not desire our company to handle this car and demand the B/L for same at the point of shipment. The bill was handed over to him and he paid us the handling charges and also signed a release of our company against any further liability as to weights or grade.

We heard nothing more about this car until we received a letter dated June 11, 1915, which you will note is nine months after the shipment was made, and in this letter Mr. Crosbie says in part:—

“I loaded a car of wheat through your elevator last fall, and shipped *it myself* and when I got the settlement I was over 300 bushels short to what your agent at Rowletta said he put in it. Well, I put a claim to the G. T. P. Ry. . . . and I got an affidavit from your agent as to what went into the car and sent it to them.”

You will note from this letter that Mr. Crosbie acknowledges that he took possession of the car at shipping point and shipped it himself, and that when he



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discovered that there was a shortage he obtained an affidavit from our buyer and then he himself put in a claim with the railway company. During this period you will note that Mr. Crosbie had never approached our company for payment but undertook to look after his own affairs and only when the G. T. P. Co. refused his claim did he write to us under date of June 11. We in reply to his letter stated that we did not consider ourselves liable and it appears he then placed the claim with D. D. Campbell and apparently his efforts were fruitless, so that at this late date he places the matter in your hands.

We have looked up our records regarding the standing of our Rowletta elevator for 1914 and find that it shows an overage of 29.40 bushels. We are, therefore, convinced that our buyer put all Mr. Crosbie's grain in his car, otherwise our elevator would have shown an overage to the extent of the shortage claimed by this party.

We do not think that you can consistently hold that we are liable in this case when you take all matters into consideration.

Yours truly,

STANDARD ELEVATOR CO., LTD.,

Per F. N. B.

FNB/BE.

PART III.—COPY OF RELEASE REFERRED TO IN PART II.

Form No. 17.

September 17, 1914.

*Cars shipped to other firms.*

STATION ROULETTE, date September 8.

In consideration of the Standard Elevator Co., Ltd., shipping car No. 114534 from Roulette station, to my own order and advice, or to the order and advice of some other firm or firms, I hereby hand over to the Standard Elevator Co., Ltd., all storage tickets in my possession amounting to 1,446.30 bushels of wheat on which I have paid all storage charges amounting to \$20.05, and I hereby accept the grain in the car and release the Standard Elevator Co., Ltd., of all further liability as to weights or grade.

IVAN CROSBIE,

*Shipper.*

Witness:

GEO. ANDERSON.

PART IV.—AFFIDAVIT MADE BY AGENT OF STANDARD ELEVATOR COMPANY AT POINT OF SHIPMENT.

Canada.

Province of Saskatchewan.

To Wit:

In the matter of claim of Ivan Crosbie *versus* Grand Trunk Pacific Ry. Co., for loss of grain in transit.

I, George Anderson, of the town of Millville, in the province of Saskatchewan, do solemnly declare that I was warehouseman for the Standard Elevator Co., at Rowletta Station, Sask., from September 1, 1914, to December 31, 1914. That on September 4, 1914, I loaded into car No. 114534, C.P.R. wheat belonging to Ivan Crosbie to



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the amount of 1,446.30 bushels, weighing the same over hopped scales in the following drafts:—

	Lb.		Lb.
1st.. . . . .	4,340	11th.. . . . .	4,400
2nd.. . . . .	4,380	12th.. . . . .	4,390
3rd.. . . . .	4,540	13th.. . . . .	4,380
4th.. . . . .	4,380	14th.. . . . .	4,390
5th.. . . . .	4,370	15th.. . . . .	4,370
6th.. . . . .	4,370	16th.. . . . .	4,370
7th.. . . . .	4,380	17th.. . . . .	4,650
8th.. . . . .	4,380	18th.. . . . .	4,370
9th.. . . . .	4,400	19th.. . . . .	3,610
10th.. . . . .	4,360	20th.. . . . .	3,960
Total.. . . . .			86,790 lb.
			1,446.30 bush.

That upon loading said car the grain was uniform with grain line from its brake end to door post, about three inches below line from brake end to door post with a space between grain doors about 18 inches below grain lines. That said car was delivered to Grand Trunk Pacific Railway Company in said condition and a bill of lading taken therefor.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Evidence Act."

Declared before me at the Town of Millville,  
in the Province of Saskatchewan, this 5th  
day of January, A.D. 1915.

GEORGE ANDERSON.

L. TRUCKER,  
*A Commissioner for Oaths.*

PART V—CASE HEARD.

The Board heard this case in the City of Winnipeg on Wednesday, March 8, and reserved judgment.

PART VI—APPLICATION FOR RE-HEARING.

WINNIPEG, MAN., March 9, 1916.

*Board of Grain Commissioners,  
Winnipeg, Man.*

*Re Ivan Crosbie vs. Standard Elevator Co.*

DEAR SIRS,—I beg leave to ask your Board to reconsider the decision given last evening in regard to the above case, for the following reasons:—

1. The storage tickets issued in accordance with the Grain Act, guarantees delivery of the weight at any terminal in the Western Division.
2. Section 159, Clause 2, to my mind, is also very clear on this point.
3. Mr. Crosbie was not informed, before storing this grain, that if he wished to have his car consigned to another commission firm, he would have to sign a release, relieving the elevator company for the outturn of the car.
4. I stated that I was prepared to prove by Mr. Anderson's sworn statement, as to the depth to which this car was loaded, at the point of shipment, that the car would not contain 1,446.30 bushels, which was the amount of Mr. Crosbie's storage tickets.
5. I am still prepared to prove the above in the following manner:—



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I will arrange with the Western Canada Flour Mills Co., to hold a standard car, and I will agree to pay the company to have this test made, so that there will be no expense to your Board.

2. I will allow a depth of 60 inches instead of 58 inches, as is shown (as near as it can be computed), in Mr. Anderson's sworn statement.

3. I will allow the car to be loaded with 1 Nor. wheat, which is liable to weigh anywhere from 60 pounds to 65 pounds to the bushel instead of 58-pound wheat, as is given as the official weight of Mr. Crosbie's wheat as taken from the car at Winnipeg.

4. If this test is carried out it should prove conclusively that it was impossible to load 1,446.30 bushels in the car, and that in some way that cannot be accounted for, all of Mr. Crosbie's wheat was not loaded in the car in question.

5. That from the facts as stated above, it was a clear violation of the Grain Act, for the Standard Elevator Company to demand a release from Mr. Crosbie before they would ship his grain as requested, therefore they should be penalized for this offence.

There is some excuse for Mr. Crosbie not being conversant with all the features of the Grain Act, but there is none for an elevator company, and they should be compelled to live up to all conditions.

I would ask you to compare the case of J. B. Knotts vs. The Ogilvie Milling Co., in a similar case, when the car was loaded through the direct spout into the car from the farmer's loads, and the car was shipped to Woodward & Co.

Copies of letters attached shows the result of this case.

If your Board will agree to reconsider the case in question, I will be pleased to have your Board present to see the test made on loading 1,446.30 bushels into the car at the Western Canada Flour Mills Co., but if you find it impossible to be present, if you will name a committee of two or three to attend, and allow Mr. Adams, deputy weighmaster, to weigh the grain, and I would like to have Mr. Bell of the Standard Elevator and his solicitor present, so that they would have an opportunity to see the absurdity of the plea that they are trying to uphold.

Before making the test, I will stake my reputation that when the car is loaded, even with the heavier wheat, amounting to 1,446.30 bushels, that the car will be loaded nearer to 65 inches deep than to 60 inches.

Hoping that your Board will agree to reconsider this very important case again, I remain,

Yours truly,

D. D. CAMPBELL,  
*Claims Agent.*

## PART VII.—ADJOURNED MEETING.

The Board heard this case again in Winnipeg on Friday, the 28th of April, 1916, and reserved judgment.

## PART VIII.—EVIDENCE SUBMITTED.

The evidence of the agent for Mr. Ivan Crosbie, D. D. Campbell, was to the effect that the agent for the Standard Elevator Company, Rowletta, could not have loaded into the car the amount of grain stipulated in the affidavit in Part IV.

His arguments were based on the standard measurements of the car.



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The Board had one of its officers at Fort William measure the car, and below will be found the actual measurements:—

Length of car—35 ft. 11½ in. and 35 ft. 11½ in.

Width of car—Center 8 ft. 6¾ in. B.E. 8 ft. 6 in. N.B.E. 8 ft. 6½ in

Grain lines B.E.:

Wheat...	5 ft. 4½ in.	} North side.
Flax...	5 ft. 9½ in.	
Barley...	6 ft. 9 in.	
Wheat...	5 ft. 5 in.	} South side.
Flax...	5 ft. 10 in.	
Barley...	6 ft. 9 in.	

Grain lines N.B.E.—

Wheat...	5 ft. 4¾ in.	} South side.
Flax...	5 ft. 9¾ in.	
Barley...	6 ft. 9 in.	
Wheat...	5 ft. 5½ in.	} North side.
Flax...	5 ft. 10 in.	
Barley...	6 ft. 9 in.	

The actual measurements of the car show that the standard measurements upon which Mr. Campbell bases his arguments to be practically identical.

PART IX—REPORT OF CHIEF WEIGHMASTER.

The Board had its chief weighmaster go into the matter thoroughly. His report follows:—

FORT WILLIAM, April 24, 1916.

R. MAGILL, ESQ.,

Chairman, Board of Grain Commissioners.

Fort William, Ont.

Our file W-269.

*Complaint of D. D. Campbell and Ivan Crosbie.*

Dear Sir,—Re C. P. car 114534 No. 3 Northern wheat, ex Rowletta, Sask., unloaded at Grand Trunk Pacific elevator on September 14, 1914.

This car had an outturn of 65,800 pounds.

When inspected at Winnipeg the official weight per bushel was given as 58 pounds, and the depth of load as 10"-14"-12 below the line, which in cars of 80,000 pound capacity is 65 inches from the floor, and the above measurements would give 53 inches, which is slightly less than the depth taken at unloading.

The car arrived at the elevator with all seals intact, and there was no notation of leak.

At the request of Mr. Campbell, I investigated the unloading and weighing of this car, but could find no cause at unloading for the excessive shortage.

According to the affidavit, the elevator agent at Rowletta loaded 1,446.30 bushels, or a total weight of 86,790 pounds of wheat into car No. 114534, and that when loaded, the grain at the no brake end was to the line, which in this series of cars is 65 inches, about three inches below the line at the brake end, i.e., 62 inches, and 18 inches below in the centre—47 inches. These measurements give an average of 58 inches of load in the car, the inside measurements of which are 36' by 8' 6", and would equal 25½ cubic feet per inch in depth, or 58 inches in depth would equal 1,479 cubic feet of wheat in the car at loading.

A measured bushel contains 2,218 cubic inches. A cubic foot contains 1,728 cubic inches.



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Wheat weighing 58 pounds per measured bushel will weigh 45.18 pounds per cubic foot; 1,479 cubic feet at 45.18 pounds per foot would represent 66,821 pounds of load for a depth of 58 inches, or about 1,152 pounds per inch at loading. One inch per foot, or  $8\frac{1}{2}$  per cent has been found a fair basis for settlement in transit, and would give 1,250 pounds per inch for 58-pound wheat at destination.

Had 86,790 pounds of 58-pound wheat been loaded into the car, the depth should have been approximately 75 inches.

I have the honour to be, sir,

Your obedient servant,

J. G. WHITE,  
*Chief Weighmaster.*

## PART X RULING OF BOARD.

The Board of Grain Commissioners does not desire to express any opinion in respect to the release signed by the complainant.

The Board is of the opinion, however, that the agent of the Standard Elevator Co., at Rowletta, did not place into the car 1,446.30 bushels, and the Board of Grain Commissioners, therefore, is of the opinion that the Standard Elevator Company should make good to the complainant the shortage on this car.

ROBERT MAGILL,  
*Chief Commissioner.*

I concur,

J. P. JONES,  
*Commissioner.*

W. D. STAPLES,  
*Commissioner.*

Fort William, 14th June, 1916.

## PART II.—ORDERS issued by the Board from September, 1915, to August 31, 1916.

Date.	Order No	Subject.
1916 March 15.....	53	In the matter of storing grain "subject to grade and dockage" in country elevators: It is ordered by the Board of Grain Commissioners for Canada that the rules and regulations governing storing subject to grade and dockage be suspended dating from May 1st, 1916.
July 11 ....	54	(2) In the matter of country elevator tariffs: It is further ordered that the maximum rate for receiving, elevating, spouting, insuring against fire, storing for fifteen days, and putting into cars on track, will remain the same, namely, 1½c. per bushel. Any company may charge less than the maximum rate aforesaid on the sole condition that they reduce the charges over their whole line of elevators, to the minimum charged in their houses.
August 1.....	55	In the matter of failing to answer letters received from the Board in relation to specified complaints as per Exhibit "A" attached herewith: It is ordered that you show cause by the 18th July, 1916, why your licenses should not be cancelled forthwith.
		In the matter of filing tariff of charges with the Board, for storage, cleaning, and handling of grain in your elevator for the season 1916-1917, according to Sections 121, 127 and 139 of The Canada Grain Act. It is ordered that you file with the Board the above tariff by the 1st of September, 1916.



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## PART III.—SESSIONS held by the Board during the Crop Year ending August 31, 1916.

1915.	Point.	Subject Matter.
Sept. 6 . . .	Montreal, Que. . . . .	Eastern elevator tariffs.
" 7 . . . . .	" . . . . .	Investigation into shortages in Eastern elevators.
" 23 . . . . .	Winnipeg, Man. . . . .	Reconsideration of Terminal elevator Tariffs, also (a) Grading One and Two Northern wheat containing wild oats; (b) Dis- crimination in country elevator rates.
Oct. 20 . . . . .	" . . . . .	(1) John McNeish <i>vs.</i> Acme Grain Co.
" 20 . . . . .	" . . . . .	(2) John M. Bruce <i>vs.</i> West. Can. Flour Mills.
" 20 . . . . .	" . . . . .	(3) Application <i>re</i> portable elevators.
" 22 . . . . .	" . . . . .	Consideration of country elevator tariffs.
" 25 . . . . .	" . . . . .	Meeting with Standards Board on Wheat rejected for 2½ p.c. wild oats. Also:—(a) Moisture content to make wheat tough; (b) Use of the word "dried" on certificate.
Nov. 18 . . . . .	" . . . . .	Complaint of Committee of Winnipeg Grain Exchange <i>re</i> order of Board <i>re</i> shipping to Saskatoon Government Elevator.
1916.		
Feb. 1 . . . . .	Fort William, Ont. . . . .	Shortage on Steamer <i>Briton</i> .
" 30 . . . . .	Calgary, Alta. . . . .	Complaint of Alberta Frs. Co-operative Elevator Co. <i>re</i> cars supplied out of turn to elevator at Rumsey, Alta.
" 30 . . . . .	" . . . . .	Complaint of U.F.A. <i>re</i> dealings of Mr. Tainter, of Taber, Alta.
" 30 . . . . .	" . . . . .	D. S. Johnstone <i>vs.</i> Strong & Dowler.
Mar. 7 . . . . .	Winnipeg, Man. . . . .	Application of John Deere Plow Co. <i>re</i> portable elevators.
" 7 . . . . .	" . . . . .	Application of Canadian Council of Agriculture <i>re</i> permanent Board of Appeal.
" 7 . . . . .	" . . . . .	Application of D. Morrison & Co. <i>re</i> default of shippers on grain for future delivery.
" 7 . . . . .	" . . . . .	Application of Sask. Co-operative Elevator Co. <i>re</i> abolition of ticket "Subject to Grade & Dockage."
" 7 . . . . .	" . . . . .	Country elevator tariffs.
" 8 . . . . .	" . . . . .	A. Evenden <i>vs.</i> E. J. Bawlf & Co.
" 8 . . . . .	" . . . . .	Ivan Crosbie <i>vs.</i> Standard Elevator Co.
" 8 . . . . .	" . . . . .	Wm. Priekshat <i>vs.</i> Woodward & Co.
" 8 . . . . .	" . . . . .	J. W. Pierce <i>vs.</i> McCabe Elevator Co.
" 8 . . . . .	" . . . . .	Dr. Patrick <i>vs.</i> Lake of the Woods Milling Co.
" 8 . . . . .	" . . . . .	D. W. Agnew <i>vs.</i> Lake of the Woods Milling Co.
" 8 . . . . .	" . . . . .	J. W. Gourlay <i>vs.</i> Grain Growers' Grain Co.
" 8 . . . . .	" . . . . .	Ames <i>vs.</i> State Elevator Co.
" 8 . . . . .	" . . . . .	D. C. McDonald of Russell, Man., default.
" 10 . . . . .	Gilbert Plains, Man. . . . .	Complaint of farmers <i>re</i> distribution of cars at that point.
" 23 . . . . .	Montreal, Que. . . . .	Investigation into overages and shortages on steamers at Eastern elevators.
April 25 . . . . .	Rush Lake, Sask. . . . .	Complaint of J. M. Frieson.
" 27 . . . . .	Winnipeg, Man. . . . .	Application of Sask. Co-operative Elevator Co. <i>re</i> abolition of ticket "Subject to grade and dockage."
May 22 . . . . .	Fort William, Ont. . . . .	Loading of SS. <i>Briton</i> at Western Elevator, Fort William.
June 1 . . . . .	Assiniboine, Sask. . . . .	Complaints <i>re</i> weights at country elevators.
" 28 . . . . .	Strassburg, Sask. . . . .	Default of E. T. Hinchliffe.
July 18 . . . . .	Fort William, Ont. . . . .	Application of City of Fort William <i>re</i> Joint Terminal scheme.
" 26 . . . . .	Winnipeg, Man. . . . .	Application of Sask. Co-operative Elevator Co. <i>re</i> abolition of ticket "Subject to grade and dockage."
Aug. 18 . . . . .	Grand View, Sask. . . . .	Investigation <i>re</i> loading platform.
" 31 . . . . .	Winnipeg, Man. . . . .	Country and Terminal Elevator Tariffs; Rules and Regulations for Hospital and Country Elevators.



CHAPTER IX.  
REVENUE AND EXPENDITURES.  
WESTERN DIVISION.

STATEMENT of Revenue and Expenditure for Crop Years ended August 31. of the  
Years 1915 and 1916.

Eastern Division.	1915.		1916.		Increase or Decrease.	
	\$	cts.	\$	cts.	\$	cts.
(a) Montreal—						
Receipts—Inspection and weighing fees, etc.		2,235 72		3,990 53	—	1,754 81
Expenditure—Salaries.....	6,698 00		6,636 18			
Contingencies.....	1,741 09		1,659 21			
		8,439 09		8,295 39	—	143 70
Deficit.....		6,203 37		4,304 86	—	1,898 51
(b) Toronto—						
Receipts—Inspection and Weighing Fees, etc.		2,405 21		2,792 15	+	386 94
Expenditure—Salaries.....	4,100 00		4,324 92			
Contingencies.....	1,099 94		1,523 59			
		5,199 94		5,848 51	+	648 57
Deficit.....		2,794 73		3,056 36	+	261 63
Summary—						
Montreal—Deficit.....		6,203 37		4,304 86	—	1,898 51
Toronto—Deficit.....		2,794 73		3,056 36	—	261 63
Total Deficit.....		8,998 10		7,361 22	—	1,636 88
Peterborough and Kingston Closed.						

Western Division.	1915.		1916.	
	\$	cts.	\$	cts.
(c) <i>Calgary</i> —				
Receipts—Inspection Fees.....	3,246	00	4,182	00
Weighing Fees.....	2,943	10	2,969	75
Samples sold, etc.....	65	60	47	51
			6,254	70
Expenditure—Inspection salaries.....	4,550	50	6,240	00
Weighing salaries.....	2,855	50	3,811	50
Rent.....	396	60	798	00
Expenses.....	1,007	07	1,550	66
			8,809	67
Deficit.....			2,554	97
(d) <i>Duluth</i> —				
Receipts—Inspection Fees.....	1,628	55	6,728	10
Overtime Collections.....	129	14	209	70
			1,757	79
Sundries.....			4	10
Expenditure—Salaries.....	5,064	50	6,609	40
Expenses.....	54	69	427	89
			5,119	19
Deficit.....			3,361	40
Surplus.....				



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STATEMENT of Revenue and Expenditure for Crop Year ended August 31, etc.—*Con.*

Western Division.		1915.		1916.	
		\$	cts	\$	cts.
<i>(c) Moose Jaw—</i>					
Receipts—Inspection Fees.....		2,616	00	4,679	00
Weighing Fees.....		1,336	50	2,198	40
					6,877 40
Expenditure—Salaries (Inspection and Weighing)		3,413	00	5,084	95
Expenses.....		212	94	50	75
					5,135 70
Surplus			326 56		1,741 70
<i>(f) Saskatoon—</i>					
Receipts—Inspection Fees.....		1,266	50	6,782	00
Weighing Fees.....		1,365	90	3,809	70
			2,632 40		10,591 70
Expenditure—Salaries (Inspection and Weighing).		2,833	00	4,997	00
Expenses.....		312	34	190	81
			3,145 34		5,187 81
Deficit.....			512 94		
Surplus.....					5,403 89
<i>(g) Medicine Hat—</i>					
Receipts—Inspection Fees.....		900	00	960	50
Weighing Fees.....		600	00	410	15
Adjustments.....		16	80	1,364	90
			1,516 80		2,735 55
Expenditure—Salaries.....		1,500	00	2,703	10
Expenses.....		16	80	32	45
			1,516 80		2,735 55
<i>(h) Vancouver—</i>					
Receipts—Weighing Fees.....		2,220	00	2,220	00
Adjustments.....		4	00	8	00
			2,224 00		2,228 00
Expenditure—Salaries.....		2,220	00	2,220	00
Expenses.....		4	00	8	00
			2,224 00		2,228 00
<i>(i) Keweenaw—</i>					
Receipts—Weighing Fees.....			1,238 50		1,454 00
Expenditure—Salaries.....		1,080	00	1,080	00
Expenses.....		7	00	9	75
			1,087 00		1,089 75
Surplus.....			151 50		364 25
<i>(j) Kenora—</i>					
Receipts—Weighing Fees.....		547	50	1,327	50
Adjustments.....		551	30		
			1,098 80		1,327 50
Expenditure—Salaries.....		1,080	00	1,080	00
Expenses.....		18	80	14	50
			1,098 80		1,094 50
Surplus.....					233 00
<i>(k) Fort William—</i>					
Receipts—Inspection Fees.....		59,525	00	190,209	50
Weighing Fees.....		66,299	70	204,787	80
Overtime Collections.....		4,180	26	16,800	56
Samples sold.....		1,448	79	2,183	30
Sundries.....				6	85
			131,453 75		413,988 01



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STATEMENT of Revenue and Expenditure for Crop Years ended August 31, etc.—*Con.*

Western Division.		1915.		1916.	
		\$	cts.	\$	cts.
Expenditure—Salaries Inspection.		92,055	62	126,158	80
Salaries Weighing		64,561	85	98,157	86
Inspection Rent....				6,000	00
Weighing Rent		6,200	00	1,247	00
Inspection Expenses				3,931	52
Weighing Expenses.		3,681	38	1,734	99
			166,498 85		237,230 17
Surplus.					176,757 84
Deficit			35,045 10		
(d) Winnipeg—					
Receipts—Inspection Fese.		54,388	00	165,358	50
Weighing Fees..		6,609	70	11,199	05
Samples sold		5,780	98	12,104	94
Overtime collections				713	75
Sundries.....		152	70	175	95
			66,931 38		189,552 19
Expenditure—Salaries Inspection...		95,028	65	131,259	09
Salaries Weighing.....		11,948	25	12,538	05
Rent		12,680	52	12,901	38
Expenses		6,964	53	9,936	60
			126,621 95		166,635 12
Surplus					22,917 07
Deficit.			59,690 57		
(m) Edmonton—					
Receipts—Weighing Fees		300	00		
Expenditure—Weighing Fees.		300	00		



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STATEMENT of Revenue and Expenditure for Crop Years ended August 31, etc.—*Con.*

Western Division.	1915.		1916.		Increase or Decrease.	
	\$	cts.	\$	cts.	\$	cts.
Receipts—						
Inspection Fees.....	123,570	15			380,899	60
Weighing Fees.....	83,160	90			230,676	35
Samples sold.....	7,295	37			14,335	75
Overtime collections.....	4,462	10			17,724	01
License Fees.....	15,795	00			17,900	00
Registration Fees.....	8,945	94			29,822	12
Adjustments at Vancouver and Medi- cine Hat.....	572	10			1,372	90
Sundries.....	69	00			186	90
			243,870	56	692,917	63
Expenditure—						
Salaries (Inspection and Weighing)...	288,190	87			402,239	75
Contingencies (Insp. and Weigh.)...	31,556	67			38,834	30
Salaries Travelling Inspectors.....	7,920	00			6,249	84
Contingencies Travelling Inspectors...	2,663	82			3,445	89
Salaries Sec'ys Brd. Surveys.....	1,050	00			1,050	00
Salary Sec. Grain Stds. Board.....	200	00			200	00
Salaries Registration Offices.....	10,959	92			12,007	32
Contingencies Registration Offices	1,717	38			1,779	95
Accident Insurance on all outside staffs.....					575	00
Expenses Grain Standards Board Mtg.....					956	38
License Fees refunded .....	25	00				
			344,283	66	467,338	43
Deficit.....			100,413	10		
Surplus.....					225,579	20
Board of Grain Commissioners salaries...	37,555	90			42,460	60
Contingent and Travelling expenses.....	14,056	83			11,110	15
			51,612	73	53,570	75
						+ 1,958 02

SUMMARY.

Deficit Eastern Division.....	9,230	12	7,361	22		
Deficit Western Division.....	100,413	10				
Surplus Western Division .....					225,579 20	
Deficit Board of Grain Commissioners..	51,612	73	53,570	75	60,931 97	
		161,255 95				
Surplus 1915-16.....					164,647 23	
Deficit 1914-15 .....	161,255	95				
Deficit 1913-14.....	9,541	81				
Deficit 1912-13 .....	14,218	39				



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## CHAPTER X.

## REPORT OF THE CHIEF ENGINEER—C. D. HOWE.

*To the Board of Grain Commissioners:—*

GENTLEMEN,—

## VANCOUVER ELEVATOR.

During the year the Board's elevator at Vancouver, B.C., has been completed. The first car of grain received at this elevator on June 1, 1916. The elevator has a capacity of 1,250,000 bushels of grain, and can unload cars at the rate of 18 cars per hour. It has a shipping capacity to boats of 60,000 bushels per hour. This elevator is built on the property of the Government Dock at Burrard Inlet, B.C., and is arranged with galleries so that boats can be loaded on both sides of the dock. Four ocean vessels can be loaded with grain simultaneously from this elevator.

The elevator is equipped with a separate building for bagging grain in which grain can be bagged at the rate of 4,000 bushels per hour. By an arrangement with the Department of Public Works a belt conveyor is being constructed along the roof girders of the freight shed, so that the sacked grain can be transferred from the sacking building to any part of the freight shed and landed within reach of the boat slings. This part of the construction has not yet been completed, owing to the fact that the freight shed has only recently been completed. The completion of this sack conveyor will finish all work at present authorized for this elevator.

## MOOSEJAW ELEVATOR.

During the year a plan and profile has been prepared for a connection from the Grand Trunk Pacific Railway to the Moosejaw Elevator. This connection has been constructed by the Grand Trunk Pacific Railway at the expense of the Department of Trade and Commerce. An expropriation plan for the right-of-way for this spur has been filed by this Department. Your Chief Engineer has been authorized by the Department to purchase as much as possible of the right-of-way at the rate of \$2 per front foot. He has been in correspondence with all the owners of this right-of-way and has arranged for the purchase of more than half of the property involved. After our efforts to purchase this property have been exhausted, the remainder will be paid for at a value to be determined by the Dominion Exchequer Court.

## SASKATOON ELEVATOR.

During the year negotiations have been continuously under way toward purchasing the right-of-way from the Grand Trunk Pacific and Canadian Northern Railways to the Saskatoon Government Elevator. Some twenty owners have had to be dealt with. Settlement was easily arranged with all but one owner and recently this owner has been brought to terms. Final arrangements are now being made to transfer the property to the Crown. The purchase price of this property, viz.: \$5,500 has already been advanced and will be paid over as soon as the necessary documents are prepared.



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There has been considerable trouble with water in the basement of the Saskatoon Elevator and a system of surface drainage has been installed to do away with this trouble. Results have been successful, as no trouble has been experienced from water in the basement since the system was installed.

## CALGARY ELEVATOR.

During the year a change of properties has been arranged between the City of Calgary and the Crown, the City leasing to the Crown for 99 years a strip of land to give the Canadian Northern Railway direct access to the elevator site and the Crown leasing to the city for 99 years a strip of land 33 feet in width extending along the west boundary of the property to provide a right-of-way for the city's street railway tracks. The documents covering this exchange of properties have been duly executed.

## PORT NELSON ELEVATOR.

Advice has been received from the Department of Railways and Canals that the Hudson Bay Railway will reach Port Nelson during the season of 1917 and that pile foundations of the Board's elevator at that point will be constructed during the season of 1917. The Department of Railways and Canals has furnished this Department with plans of the new location of the piers and approaches, and such foundation data as is necessary to provide for the construction of the elevator. Revised foundation plans for this elevator are now under way and will be furnished to the Department of Railways and Canals in time to permit that Department to construct the foundations of the elevator during the season of 1917.

Plans for this elevator have been partially prepared by the Canadian Stewart Company, but such plans are now of no value as the new location and layout of the Dock structures will not permit the use of the plans that were prepared for the former location. The plans now under way provide for a working house of 500,000 bushels capacity, to which such storage can be added as may later prove to be necessary.

## GENERAL.

A brochure is being prepared by the Chief Engineer, in co-operation with the General Manager of Government Elevators, to illustrate the methods of construction and operation of the Government Elevators and the business arrangements for handling the farmer's grain at these elevators. This brochure is being prepared by order of the Board and will be used as advertising for the Government Elevators.



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# MEMORANDUM

## SHOWING PROGRESS AND TREND OF WORK OF GRAIN RESEARCH LABORATORY, WINNIPEG.

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### *Problems re Grading of Grain.*

The laboratory has now completed a large number of careful milling and baking tests on wheat samples of three successive crops. These samples include the standards and averages of each year and a large number of individual samples of all the grades selected from various localities. As the result of tests of this character, accurate information will be available for the use of the Board as to the relative values of the different grades of wheat, and the milling and baking characteristics of the grain grown in different localities. In addition, a large number of tests have been conducted in order to ascertain the comparative values of different varieties of wheat, particularly with reference to Marquis and Eufe. The character of the wheat now produced in the Western Provinces is very different from that grown a few years ago, due largely to the introduction of new varieties, and it was consequently of great importance to obtain accurate information as to the effects of these new types on the milling and baking qualities of the wheat. The work of the laboratory now in progress includes the accurate determination of the effect of each of certain factors, which cause the grain to be placed in a lower grade than would otherwise be the case, and includes the study of the effect of the presence of green or otherwise immature grains, bleached and weathered grains, slight frost, pink wheat, etc. For example, the Inspector grades wheat containing a small percentage of slightly frosted or bleached grain No. 3 Northern, and the question arises, to what extent does the presence of these imperfect grains, actually impair the milling and baking value of the wheat, and whether the grading down of the grain on account of this factor is really justified. The laboratory is endeavouring to supply definite answers to all of these questions.

Another problem which the laboratory is proposing to study next summer, relates to the proper commercial method of drying tough and damp grain. At present no grade 1<sup>o</sup> tough cannot be graded higher than No. 3<sup>+</sup>, but there are many reasons for believing that it would be perfectly feasible to have the grain so dried that there would be no real loss in the milling and baking values, and that consequently, there should be no reason for reducing the grade. The problem of the determination of the proper conditions for the commercial drying of tough and damp grain, and the relative values for milling purposes of the grain before and after drying is now receiving the attention of the laboratory.

Further, the Chief Inspector has forwarded to the laboratory from time to time, samples of grain showing unusual characteristics, so that doubt has arisen as to the proper grading of the particular sample. These samples have been milled and baked, and the results forwarded to the Inspector for his guidance in determining the proper grade in this and in similar cases which might arise in the future.

Also additional problems connected with the grading of flax have been conducted by the laboratory, and are now practically complete. The results will supply definite



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information showing the comparative values of the different grades as defined by The Canada Grain Act, thus supplying rational grounds for deciding if the present system of grading flax is equitable or not.

The above outline on the work of the laboratory with reference to the grading of grain indicates the nature of the problems to be solved, and the practical application of the results obtained. Every year samples of grain possessing unexpected peculiarities are met with in the Inspection Department, and the laboratory supplies the information necessary for the proper grading. This year's crop was particularly abnormal on account of the large amount of rusted grain and the laboratory was able to furnish the Chief Inspector with definite information regarding the value of grain of this character. In all cases, samples of the grain tested are preserved and the decision of the Chief Inspector filed, a precedent being thus established for guidance in future cases. By forwarding such samples to the different inspection points, accompanied by the decision of the Inspector, uniformity of grading will thereby be facilitated. Arrangements have been made by the Board for this procedure in future.

A further and more permanent application of the work of the laboratory arises from its forming a scientific basis for amending The Canada Grain Act. It has been amply demonstrated from the results of the laboratory tests that in very many cases at least, the grading is not fair and equitable, not because the inspection is not correct, but because The Canada Grain Act is faulty. The Chemist reports to the Board that the grades as now defined bear no definite relation to their actual milling and baking value, and are more or less arbitrary. After sufficient time has elapsed in order to secure adequate data, the results of the laboratory tests will be available to be used as a foundation for amending the Act, so that many present inconsistencies may be removed, and the methods of grading placed on a more equitable and scientific basis than is now possible.

As a further example of the practical application of the laboratory results, attention may be called to the fact that the Standards Board has requested the Laboratory, through the Board of Grain Commissioners, to have milling and baking tests conducted each year as soon as the new crop starts to come in, the results of which would be used as a basis for setting new standards for the commercial grades. In this way, the work of the laboratory should be of the greatest importance in helping to arrive at a method of grading the inferior wheats according to their actual worth.

But in order that the tests should be of value to the Standards Board, it is absolutely essential that the results should be reported at the earliest possible moment after the crop begins to move, since no unnecessary delay could be permitted in the setting of the standards. Also this is the season of the year which presents the best opportunity of studying the moisture problem, and if this work is to be carried on simultaneously with the work outlined above, an addition to the staff is absolutely necessary. If, on the other hand, the moisture problems were to be abandoned for the time being, in all probability, much of the work already accomplished would be lost, since continuity of the data obtained is an essential factor for the success of the investigation.

#### *Problems re Moisture in Grain.*

The laboratory has now conducted a large series of experiments preliminary to obtaining accurate data regarding the problems relative to moisture in grain. It was first necessary to determine the degree of accuracy with which the moisture in grain could be determined, and to report on the best methods for making the determination. Investigation showed that the moisture testers in use at the inspection offices were not reliable, and these were consequently replaced by more accurate apparatus. Repeated tests have shown that these instruments when properly operated can be relied upon to furnish uniform and accurate results at all the inspection points. These machines have now been placed in the inspection offices at Montreal, Fort William, Port Arthur,



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Winnipeg, Moose Jaw, Saskatoon and Calgary, and the conducting of the tests has been placed under the supervision of the Chemist who has been made responsible for the accuracy of the results. Experience has shown that it is absolutely necessary to inspect the apparatus and the actual conducting of the tests from time to time, in order to see that the instruments are being properly handled and that uniform and accurate results are being obtained at all the offices, and this is now a regular part of the work of the laboratory. Experiments have also been conducted during the summer months to ascertain the keeping qualities of grain in cars and in transit, carrying various percentages of moisture. These experiments were confined to cars en route to Fort William and Port Arthur. Valuable information was obtained, but not sufficient to pronounce any decision as to the amount of moisture which the grain can safely carry. Plans are being made to continue these experiments next summer with more suitable apparatus for same and on a more extended scale.

The Chemist is reporting on the feasibility and cost of placing electrical thermometers in the elevator bins at Port Arthur in order to determine the maximum percentage of moisture which the different grades of grain can safely carry without going out of condition. When sufficient data of this character is available it should be possible to state the amount of moisture which could be allowed before the grain should be graded tough.

The practical application of this work is indicated by the brief outline here given. No definite application of the moisture results is at present possible, since the data secured so far is fragmentary and incomplete. It should also be stated that owing to the great complexity of the problems, and the many factors involved, a great deal of careful experimentation, involving the use of delicate and expensive apparatus must be undertaken before a definite answer can be given to the many questions arising from the presence of excessive moisture in grain, but it is only as a result of work of this character that a solution of these difficult problems can be hoped for.

In this connection attention should also be drawn to the proposed United States Federal inspection law for the grading of wheat, in which a definite percentage of moisture for each grade has been laid down, replacing the old method of deciding between tough and straight grade wheat by the mere feel of the hand, which is also now the practice in Canada. This decision has been arrived at as a result of scientific investigation carried on during a great number of years and conducted along similar lines to those proposed by this laboratory of ours. The new proposed grades are defined from a consideration of the results of many thousands of milling and baking tests which the United States Government has been carrying on for upwards of ten years. If the inspection system in this country is to be continued, the old arbitrary method of grading grain must eventually give place to some more rational means based on the results of scientific investigation.

Every effort is being made to make the results of the laboratory work known and appreciated by all who are in any way interested in the grain trade. That the efforts in this direction have not been unsuccessful is evidenced by the great amount of comment and discussion which the laboratory reports as published so far have called forth.



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APPEN

STATEMENT, showing the Receipts of the Different Kinds of Grain at

Port.	Elevator.	Kind of Grain.	September.	October.	November.	December.
			Bush.	Bush.	Bush.	Bush.

1-A.—Elevators owned and operated by the Government through the Department of Railways and Canals.

Halifax. ....	Intercolonial Ry. Co..	Wheat.....				
		Oats.....				
		Barley.....				
		Flax....				
Port Colborne....	Government Elev.	Wheat..	920,800	5,272,320	2,154,025	914,515
		Oats ..		541,937	28,525	1,181,414
		Barley ..	41,085	2,079	38,308	
		Flax. .	8,920			
Total	No. 1-A.	Wheat ..	920,800	5,272,320	2,154,025	914,515
		Oats .....		541,937	28,525	1,181,414
		Barley....	41,085	2,079	38,308	
		Flax. .	8,920			

1-B.—By the Board of Harbour Commissioners.

Montreal...	Harbour Com. No. 1..	Wheat.....	285,088	3,279,896	1,693,552	27,411
		Oats .....			41,262	
		Barley .....	21,216	177,958	21,557	
		Flax....				
Montreal .	Harbour Com. No. 2..	Wheat ..	1,216,089	3,210,310	1,021,039	366,902
		Oats.....	24,861	305,975	860,705	1,104,559
		Barley.....	39,815	298,694	251,209	18,879
		Flax.....	24,993	19,685		
Quebec....	Harbour Com	Wheat ..				
		Oats.....		12,513	2,865	8,380
		Barley ..				
		Flax ..				
Total.....	No. 1-B..	Wheat ..	1,501,177	6,490,206	2,714,591	394,313
		Oats.....	24,861	318,488	904,832	1,112,939
		Barley.....	61,031	476,652	272,766	18,879
		Flax ..	24,993	19,685		

2.—By Railway Companies.

Port McNicoll....	Canadian Pacific Ry..	Wheat.....	1,115,074	3,635,632	3,104,218	4,149,017
		Oats.....	131,377	452,397	2,502,462	1,347,296
		Barley.....	57,367	188,741	105,670	176,665
		Flax.....	3,473	53,065	8,388	23,921
Tiffin	G.T.R. Terminal.....	Wheat.....	310,805	3,306,076	2,237,789	944,295
		Oats.....		259,183	1,653,361	753,904
		Barley....		90,197	250,787	142,950
		Flax ..				26,439
West St. John....	Canadian Pacific Ry..	Wheat ..		201,728	266,399	1,881,767
		Oats.....			497,035	815,286
		Barley.....				171,683
		Flax..				
Depot Harbour	Grand Trunk.....	Wheat ..		442,931	109,767	975,644
		Oats .....				100,000
		Barley....				115,043
		Flax. .				
Total.....	No. 2. .	Wheat ..	1,425,879	7,586,367	5,628,173	7,950,723
		Oats.....	131,377	711,580	4,652,858	3,016,486
		Barley.....	57,367	278,938	356,457	606,341
		Flax ..	3,473	53,065	8,388	50,360



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## DIX A.

Public Elevators in the East, September 1, 1915, to August 31, 1916.

January.	February.	March.	April.	May.	June.	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
316,008	45,077	49,893	59,332	220,408	29,329			720,047
.....								.....
.....								.....
.....								.....
.....				1,621,256	2,805,432	1,567,048	1,298,049	16,553,445
.....				800,882	1,290,518	1,024,159	537,679	5,405,114
.....				210,156	58,204	24,980		374,812
.....								8,920
316,008	45,077	49,893	59,332	1,841,664	2,834,761	1,567,048	1,298,049	17,273,492
.....				800,882	1,290,518	1,024,159	537,679	5,405,114
.....				210,156	58,204	24,980		374,812
.....								8,920
.....								
.....		19,342	607,893	1,701,565	1,659,912	675,748	767,648	10,718,055
.....				984,958	515,507	842,997	1,923,216	4,307,940
.....				324,284	241,346	143,646	383,685	1,313,692
.....				44,408	15,991	24,242		84,641
75,803	327,895	720,822	1,732,867	3,797,784	3,588,143	2,800,595	3,754,755	22,613,004
341,590	258,532	321,731	1,468,051	318,998	1,474,312	1,443,891	2,419,663	10,342,868
2,132	111,598	1,375	1,703	16,637	63,899	358,402	232,816	1,397,159
.....				25,332				70,010
20,208	62,364	29,764	526,186	271,352	3,398	173,826		1,087,098
1,791	33,551	7,276	68,449	48,070	15,519	399,030	115,763	713,207
527	5,194		1,378	5,420				12,519
.....								
96,011	390,259	769,928	2,866,946	5,770,701	5,251,453	3,650,169	4,522,403	34,418,157
343,381	292,083	329,007	1,536,500	1,352,026	2,005,338	2,685,918	4,458,642	15,364,015
2,659	116,792	1,375	3,081	346,341	305,245	502,048	616,501	2,723,370
.....				69,740	15,991	24,242		154,651
.....								
.....			314,990	3,535,753	1,946,711	3,682,015	3,237,477	24,630,887
.....	364,756	551,677	472,300	1,138,498	1,532,809	1,861,795	345,829	10,701,196
.....				81,671	107,041	156,259	308,301	1,181,715
.....				29,974	40,973			159,794
.....			773,809	2,590,343	2,399,029	685,205	1,899,051	15,146,402
.....		296,581	491,197	297,849	491,065	891,303	1,042,207	6,176,650
.....				426,444	303,627			1,214,005
.....								26,439
1,464,759	996,427	1,931,520	2,281,512	1,308,906	34,453	50,285	65,540	10,483,296
483,166	622,540	613,950	320,413	273,889	1,893			3,628,172
252,262	49,362	42,737	36,129	1,344				553,517
.....								
.....				1,020,741	1,870,762	666,062	108,000	5,193,907
.....				348,143		38,870		487,013
.....								115,043
.....								
1,464,759	996,427	1,931,520	3,370,311	8,455,743	6,250,955	5,083,567	5,310,068	55,454,492
483,166	987,296	1,462,208	1,283,910	2,058,379	2,025,767	2,791,968	1,388,036	20,993,031
252,262	49,362	42,737	36,129	509,459	410,668	156,259	308,301	3,064,280
.....				29,974	40,973			186,233



7 GEORGE V, A. 1917

STATEMENT, showing the Receipts of the Different Kinds of Grain at Public

Port.	Elevator.	Kind of Grain.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.	Bush.

## 3.—Owned by Railways and leased to Other Companies.

Collingwood...	Collingwood Elev. Co.	Wheat.....				
		Oats.....				
		Barley.....				
		Flax.....				
Total ..	No. 3.....	Wheat.....				
		Oats.....				
		Barley.....				
		Flax.....				

## 4.—Owned and operated by Companies that deal in Grain.

Midland.....	Aberdeen Elev. Co....	Wheat.....		622,733	676,803	205,766
		Oats.....			933,502	
		Barley.....			48,427	
		Flax.....				
Goderich.....	Goderich Elev. and Tr. Co.	Wheat....	302,407	1,178,178	1,043,932	1,116,116
		Oats.....			180,243	137,619
		Barley.....		28,081	26,400	106,745
		Flax.....	42,576	34,029	37,416	
Goderich.....	Western Can. F. M. Co.	Wheat.....	90,325	513,535	525,222	527,040
		Oats.....			27,576	
		Barley.....				
		Flax.....				
Midland.....	Midland Elev. Co.....	Wheat.....			328,177	172,850
		Oats.....			152,459	636,182
		Barley.....				281,202
		Flax.....				
Kingston.....	J. Richardson & Sons.	Wheat....	3,986		3,160	19,621
		Oats.....	73,613	288,762	710,860	537,900
		Barley.....			1,371	
		Flax.....				
Port Colborne....	Maple Leaf Mlg. Co...	Wheat.....	272,774	1,459,665	1,619,289	1,467,235
		Oats.....				
		Barley.....	9,875			
		Flax.....				
Total.....	No. 4.....	Wheat.....	669,492	3,774,111	4,196,583	3,508,628
		Oats.....	73,613	288,762	2,004,640	1,311,701
		Barley.....	9,875	20,081	76,198	387,947
		Flax.....	42,576	34,029	37,416	

## 5.—Owned and operated by Companies that do not deal in Grain.

Kingston....	Montreal Trans. Co...	Wheat.....		198,831		
		Oats.....			246,582	
		Barley.....				
		Flax.....				
Prescott.....	Prescott Terminal Co.	Wheat....		41,469		
		Oats.....				
		Barley.....				
		Flax.....				
Montreal.....	Montreal Warehousing Co.	Wheat.....	403,782	1,169,013	945,435	1,100
		Oats.....	8,547	178,457	1,064,743	812,252
		Barley.....			41,006	
		Flax.....	58,870	41,594		17,308
Total.	No. 5.....	Wheat.....	403,782	1,409,363	945,435	1,100
		Oats.....	8,547	179,457	1,311,325	812,252
		Barley.....			41,006	
		Flax.....	58,870	41,594		17,308







7 GEORGE V, A. 1917

STATEMENT. showing the Receipts of the Different Kinds of Grain at Public

Port.	Elevator.	Kind of Grain.	September.	October.	November.	December.	
Summary-- Total	No. 1-A	Bush.	Bush.	Bush.	Bush.	Bush.	
		Wheat...	920,800	5,272,320	2,154,025	914,515	
		Oats.....		541,937	28,525	1,181,414	
		Barley.....	41,085	2,079	38,308		
	No. 1-B.	Flax....	8,920				
		Wheat...	1,501,177	6,490,206	2,714,591	394,313	
		Oats....	24,861	318,488	904,832	1,112,939	
		Barley.....	61,031	476,652	272,766	18,879	
	No. 2.....	Flax...	24,993	19,685			
		Wheat...	1,425,879	7,586,367	5,628,173	7,950,723	
		Oats....	131,377	711,580	4,652,858	3,016,486	
		Barley.....	57,367	278,938	356,457	606,341	
	No. 3.....	Flax....	3,473	53,065	8,388	50,360	
		Wheat....					
		Oats ....					
		Barley..					
	No. 4.....	Flax....					
		Wheat...	669,492	3,774,111	4,196,583	3,508,628	
		Oats.....	73,613	288,762	2,004,640	1,311,701	
		Barley	9,875	28,081	76,198	387,947	
	No. 5.....	Flax....	42,576	34,029	37,416		
		Wheat....	403,782	1,409,363	945,435	1,100	
		Oats....	8,547	178,457	1,311,325	812,252	
		Barley.....			41,006		
			Flax....	58,870	41,594		17,308
	Grand Totals		Wheat...	4,921,130	24,532,367	15,638,807	12,769,279
			Oats.....	238,398	2,039,224	8,902,180	7,434,792
			Barley....	169,358	785,750	784,735	1,013,167
		Flax...	138,832	148,373	45,804	67,668	



SESSIONAL PAPER No. 10d

Elevators in the East, September 1, 1915, to August 31, 1916—*Continued.*

January.	February.	March.	April.	May.	June.	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
316,008	45,077	49,893	59,332	1,841,664	2,834,761	1,567,048	1,298,049	17,273,492
.....				800,882	1,290,518	1,024,159	537,679	5,405,114
.....				210,156	58,204	24,980		374,812
.....								8,920
96,011	390,259	769,928	2,866,946	5,770,701	5,251,453	3,650,169	4,522,403	34,418,157
343,381	292,083	329,007	1,536,500	1,352,026	2,005,338	2,685,918	4,458,642	15,364,015
2,659	116,792	1,375	3,081	346,341	305,245	502,048	616,501	2,723,370
.....				69,740	15,991	24,242		154,651
1,464,759	996,427	1,931,520	3,370,311	8,455,743	6,250,955	5,083,567	5,310,068	55,454,492
483,166	987,296	1,462,208	1,283,910	2,058,379	2,025,767	2,791,968	1,388,036	20,993,031
252,262	49,362	42,737	36,129	509,459	410,668	156,259	308,301	3,064,280
.....				29,974	40,973			186,233
.....								
.....								
.....								
273,520	367,804	235,822	624,102	3,939,155	4,288,775	1,784,785	2,063,695	25,726,472
41,529	273,668	40,705	190,545	577,678	1,692,761	618,625	967,757	8,081,984
.....			1,248			54,362	105,308	663,019
.....				36,821	29,000	19,514	40,000	239,356
4,203	259,080	317,028	625,854	1,964,656	2,789,585	1,771,267	1,928,106	12,419,459
31,429	47,276	54,970	227,075	662,227	1,069,145	488,801	1,368,559	6,260,163
2,833			1,054	164,434	205,320	193,198	111,550	719,395
.....				64,989	68,735	25,013		276,509
2,154,501	2,058,647	3,304,191	7,546,544	21,971,919	21,415,529	13,856,836	15,122,321	145,292,072
899,505	1,600,423	1,886,890	3,238,030	5,451,192	8,083,529	7,609,471	8,720,673	56,104,307
257,754	166,154	44,112	41,511	1,230,390	979,437	930,847	1,141,660	7,544,876
.....				201,524	154,699	68,769	40,000	865,669



7 GEORGE V, A. 1917

STATEMENT, showing the Lake and Rail Shipments from

Location.	Lake or Rail.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.
<i>Through Department of Railways and Canals.</i>					
Port Colborne Can. Gov't.	Lake Rail	810,166 35,783	4,850,522 5,000	2,723,379 152,450	156,321 384,782
Total		845,949	4,855,522	2,875,829	541,103
Halifax	Lake Rail.....				
Total					
Total	Lake Rail	810,166 35,783	4,850,522 5,000	2,723,379 152,450	156,321 384,782
Total No. 1-A		845,949	4,855,522	2,875,829	541,103
<i>By the Board of Harbour Commissioners.</i>					
Montreal (1)	Lake Rail	397,048	2,206,082 1,079	2,089,507 1,214	95,658 170,217
Total.		397,048	2,207,161	2,090,721	265,875
Montreal (2)	Lake Rail	1,182,781 276,075	2,987,252 86,688	2,206,547 553,147	15,059 896,531
Total.		1,458,856	3,073,940	2,759,694	911,590
Quebec	Lake Rail.....	7,961	7,014	8,364	
Total		7,961	7,014	8,364	
Total	Lake Rail	1,579,829 284,036	5,193,334 94,781	4,296,054 562,725	110,717 1,066,748
Total No. 1-B.....		1,863,865	5,288,115	4,858,779	1,177,465
<i>Owned and operated by Railway Companies.</i>					
Port McNicoll	Lake Rail.....	2,069,716	4,196,215	3,492,500	3,902,978
Total.		2,069,716	4,196,215	3,492,500	3,902,978
Tiffin.....	Lake Rail.....	312,805	2,800,851	2,934,756	1,991,067
Total.		312,805	2,800,851	2,934,756	1,991,067
West St. John	Lake Rail...		192,492	452,106	2,883,830
Total.			192,492	452,106	2,883,830
Depot Harbour	Lake Rail....		485,181		744,892
Total.			485,181		744,892
Total	Lake		192,492	452,106	2,883,830
Total	Rail...	2,382,521	7,482,247	6,427,256	6,638,937
Total No. 2		2,382,521	7,674,739	6,879,362	9,522,767



SESSIONAL PAPER No. 10d

Public Elevators, September 1, 1915, to August 31, 1916.

January.	February.	March.	April.	May.	June.	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
498,062	527,140	414,263	551,630	1,123,751 420,502	2,545,903 1,207,701	1,291,484 532,895	1,910,465 673,489	15,411,991 5,403,697
498,062	527,140	414,263	551,630	1,544,253	3,754,604	1,824,379	2,583,954	20,815,688
202,530	120,106	64,352	50,995	224,835	57,229			720,047
202,530	120,106	64,352	50,995	224,835	57,229			720,047
202,530 498,062	120,106 527,140	64,352 414,263	50,995 551,630	1,348,586 420,502	2,603,132 1,207,701	1,291,484 532,895	1,910,465 673,489	16,132,038 5,403,697
700,592	647,246	478,615	602,625	1,769,088	3,810,833	1,824,379	2,583,954	21,535,735
				1,030,587 18,666	2,789,844 366,665	2,302,296 736,551	1,640,758 771,721	12,551,780 2,825,538
	293,673	465,752		1,049,253	3,156,509	3,038,847	2,412,479	15,377,318
124,775	974,693	1,545,617	1,936,874	2,940,958 1,107,774	4,007,130 919,744	4,998,957 801,403	4,488,736 894,912	22,827,420 10,118,233
124,775	974,693	1,545,617	1,936,874	4,048,732	4,926,874	5,800,360	5,383,648	32,945,653
6,382		6,763	2,906	208,237 12,461	254,214 25,000	496,445 5,000	6,790 29,586	965,686 111,437
6,382		6,763	2,906	220,698	279,214	501,445	36,376	1,077,123
131,157	1,268,366	2,018,132	1,939,780	4,179,782 1,138,901	7,051,188 1,311,409	7,797,698 1,542,954	6,136,284 1,696,219	36,344,886 13,055,208
131,157	1,268,366	2,018,132	1,939,780	5,318,683	8,362,597	9,340,652	7,832,503	49,400,094
2,061,651	494,969	738,788	1,767,105	2,551,998	4,502,961	3,542,233	5,971,576	35,292,690
2,061,651	494,969	738,788	1,767,105	2,551,998	4,502,961	3,542,233	5,971,576	35,292,690
209,040	458,471	753,573	1,005,445	2,042,514	3,895,938	2,207,681	1,412,505	20,023,646
209,040	458,471	752,573	1,005,445	2,042,514	3,895,938	2,207,681	1,412,505	20,023,646
1,172,706	2,214,081	2,951,332	2,741,174	977,909	899,152 1,680	58,811	64,000	14,607,593 1,680
1,172,706	2,214,081	2,951,332	2,741,174	977,909	900,832	58,811	64,000	14,609,273
268,360	232,315	54,886		1,367,944	1,440,854	444,376 286,934	439,658	444,376 5,321,024
268,360	232,315	54,886		1,367,944	1,440,854	731,310	439,658	5,765,400
1,172,706 2,539,051	2,214,081 1,185,755	2,951,332 1,546,247	2,741,174 2,772,550	977,909 5,962,456	899,152 9,841,433	503,187 6,036,848	64,000 7,823,739	15,051,969 60,639,040
3,711,757	3,399,836	4,497,579	5,513,724	6,940,365	10,740,585	6,540,035	7,887,739	75,691,009



7 GEORGE V, A. 1917

## STATEMENT, showing the Lake and Rail Shipments from Public

Location.	Lake or Rail.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.
<i>Owned by Railways and leased to other Companies.</i>					
Collingwood ..	Lake Rail				
Total.					
Total Total	Lake Rail				
Total No. 3.....					
<i>Owned and operated by Companies that deal in grain.</i>					
Goderich (G. E. & T. Co.).....	Lake Rail.....	345,093	973,628	993,953	15,930 964,140
Total.		345,093	973,628	993,953	980,070
Goderich (W. C. F. M. Co.).....	Lake Rail.....	65,154	398,500	250,861	453,261
Total.		65,154	398,500	250,861	453,261
Kingston (J. R. & Sons)	Lake Rail...	46,604 4,985	192,800 46,080	616,262 35,707	73,733 519,914
Total.		51,589	238,880	651,969	593,647
Midland (A. Elev. Co.).....	Lake Rail.....	1,400	403,678	1,370,286	335,274
Total.		1,400	403,678	1,370,286	335,274
Midland (M. E. Co.).....	Lake Rail			117,847	924,065
Total.				117,847	924,065
Port Colborne (M. L. M. Co.).....	Lake Rail.....	56,494 126,260	297,000 948,955	1,020,497	1,114,834
Total.		182,754	1,245,955	1,020,497	1,114,834
Total Total	Lake Rail	103,098 542,892	489,800 2,770,841	616,262 3,789,151	89,663 4,311,488
Total No. 4		645,990	3,260,641	4,405,413	4,401,151
<i>Owned and operated by Companies that do not deal in grain.</i>					
Kingston (M. Tran. Co.)	Lake Rail ...		198,881	40,000	206,581
Total.			198,881	40,000	206,581
Montreal (M. W'H's'g Co.).....	Lake Rail....	403,782 92,249	733,721 184,618	1,534,930 154,753	4,875 599,491
Total.		496,031	918,339	1,689,683	604,366



SESSIONAL PAPER No. 10d

Elevators, September 1, 1915, to August 31, 1916—*Continued.*

January.	February.	March.	April.	May.	June.	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
	41							41
	41							41
	41							41
	41							41
229,655	246,955	473,016	116,856	823,200	1,954,627	1,379,624	1,560,209	15,930 10,060,956
229,655	246,955	473,016	116,856	823,200	1,954,627	1,379,624	1,560,209	10,076,886
246,885	153,548	33,362	29,509	280,981	301,077	194,120	262,416	2,669,674
246,885	153,548	33,362	29,509	280,981	301,077	194,120	262,416	2,669,674
68,123	197,843	59,043	20,509	30,009	139,539	42,246	160,127 30,210	1,089,526 1,194,208
68,123	197,843	59,043	20,509	30,009	139,539	42,246	190,337	2,283,734
16,500	105,735	360,431	329,918	1,054,270	788,660	999,060	348,427	6,113,639
16,500	105,735	360,431	329,918	1,054,270	788,660	999,060	348,427	6,113,639
309,460	4,223	84,754	52,200	609,631	531,971	449,986	116,445	3,200,582
309,460	4,223	84,754	52,200	609,631	531,971	449,986	116,445	3,200,582
739,897	293,754	616,313	367,678	360,094	936,649	417,648	797,013	353,494 7,739,592
739,897	293,754	616,313	367,678	360,094	936,649	417,648	797,013	8,093,086
1,610,520	1,002,058	1,626,919	916,670	3,158,185	4,652,523	3,482,684	160,127 3,114,720	1,458,950 30,978,651
1,610,520	1,002,058	1,626,919	916,670	3,158,185	4,652,523	3,482,684	3,274,847	32,437,601
						219,854 24,992	258,264	923,580 24,992
						244,846	258,264	948,572
21,673	191,600	673,119	892,814	1,908,739 211,052	4,214,601 570,730	2,021,864 406,331	2,391,587 469,150	13,214,099 4,467,580
21,673	191,600	673,119	892,814	2,119,791	4,785,331	2,428,195	2,860,737	17,681,679



7 GEORGE V, A. 1917

STATEMENT, showing the Lake and Rail Shipments from Public

Location.	Lake or Rail.	September.	October.	November.	December.
		Bush.	Bush.	Bush.	Bush.
<i>Owned and operated by Companies that do not deal in grain—Con.</i>					
Prescott	Lake Rail		41,469		
Total .			41,469		
Total	Lake.....	403,782	974,071	1,574,930	211,456
Total	Rail.....	92,249	184,618	154,753	599,491
Total No. 5 .		496,031	1,158,689	1,729,683	810,947
<i>Summary.</i>					
No. 1-A.....	Lake Rail.....	810,166 35,783	4,850,522 5,000	2,723,379 152,450	156,321 384,782
Total .		845,949	4,855,522	2,875,829	541,103
No. 1-B.....	Lake..... Rail.....	1,579,829 284,036	5,193,334 94,781	4,296,054 562,725	110,717 1,066,748
Total.....		1,863,865	5,288,115	4,858,779	1,177,465
No. 2	Lake Rail		192,492 7,482,247	452,106 6,427,256	2,883,830 6,638,937
Total. .		2,382,521	7,674,739	6,879,362	9,522,767
No. 3	Lake Rail				
Total .					
No. 4	Lake Rail	103,098 542,892	489,800 2,770,841	616,262 3,789,151	89,663 4,311,488
Total....		645,990	3,260,641	4,405,413	4,401,151
No. 5.....	Lake Rail	403,782 92,249	974,071 184,618	1,574,930 154,753	211,456 599,491
Total.		496,031	1,158,689	1,729,683	810,947
Total	Lake	2,896,875	11,700,219	9,662,731	3,451,987
Total	Rail	3,337,481	10,537,487	11,086,335	13,001,446
Grand Total .		6,234,356	22,237,706	20,749,066	16,453,433



SESSIONAL PAPER No. 10d

Elevators, September 1, 1915, to August 31, 1916—*Continued.*

January.	February.	March.	April.	May.	June.	July.	August.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
								41,469
								41,469
21,673	191,600	673,119	892,814	1,908,739 211,052	4,214,601 570,730	2,241,718 431,323	2,649,851 469,150	14,179,148 4,492,572
21,673	191,600	673,119	892,814	2,119,791	4,785,331	2,673,041	3,119,001	18,671,720
202,530 498,062	120,106 527,140	64,352 414,263	50,995 551,630	1,348,586 420,502	2,603,132 1,207,701	1,291,484 532,895	1,910,465 673,489	16,132,038 5,403,697
700,592	647,246	478,615	602,625	1,769,088	3,810,833	1,824,379	2,583,954	21,535,735
131,157	1,268,366	2,018,132	1,939,780	4,179,782 1,138,901	7,051,188 1,311,409	7,797,698 1,542,954	6,136,284 1,696,219	36,344,886 13,055,208
131,157	1,268,366	2,018,132	1,939,780	5,318,683	8,362,597	9,340,652	7,832,503	49,400,094
1,172,706 2,539,051	2,214,081 1,185,755	2,951,332 1,546,247	2,741,174 2,772,550	977,909 5,962,456	899,152 9,841,433	503,187 6,036,848	64,000 7,823,739	15,051,969 60,639,040
3,711,757	3,399,836	4,497,579	5,513,724	6,940,365	10,740,585	6,540,035	7,887,739	75,691,009
	41							41
	41							41
1,610,520	1,002,058	1,626,919	916,670	3,158,185	4,652,523	3,482,684	160,127 3,114,720	1,458,950 30,978,651
1,610,520	1,002,053	1,626,919	916,670	3,158,185	4,652,523	3,482,684	3,274,847	32,437,601
21,673	191,600	673,119	892,814	1,908,739 211,052	4,214,601 570,730	2,241,718 431,323	2,649,851 469,150	14,179,148 4,492,572
21,673	191,600	673,119	892,814	2,119,791	4,785,331	2,673,041	3,119,001	18,671,720
1,375,236 4,800,463	2,334,187 4,174,960	3,015,684 6,278,680	2,792,169 7,073,444	8,415,016 10,891,096	14,768,073 17,583,796	11,834,087 12,026,704	10,920,727 13,777,317	83,166,991 114,569,209
6,175,699	6,509,147	9,294,364	9,865,613	19,306,112	32,351,869	23,860,791	24,698,044	197,736,200







Dockages of Cars Received at Terminal Elevators, Crop Year 1915-16 (September 1, 1915, to August 31, 1916).

SESSIONAL PAPER No. 10d

GRAIN STATISTICS

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10d—8

Elevator.	WHEAT.		OATS.		BARLEY.		FLAX.	
	No. of Cars.	Total Amount.	No. of Cars.	Total Amount.	No. of Cars.	Total Amount.	No. of Cars.	Total Amount.
		Bushels.		Bushels.		Bushels.		Bushels.
C. P. R. ....	22,647½	298,327-40	3,448½	.....	1,057	10,431-26		.....
Empire .....	10,615½	218,233-30	1,762	.....	338½	2,253-00	701	72,484-30
Consolidated ..	15,818½	339,089-00	1,666	97-02	263	2,903-26	455	54,573-09
Ogilvie's .....	13,846	285,529-30	666½	.....	282	2,295-10		.....
Western Terminal	19,527	398,857-50	1,814	1,328-08	150	1,671-31	792½	98,457-55
Grain Growers' ..	16,460	310,500-30	2,580½	.....	480	5,828-02		.....
Port William ..	14,712	256,112-20	3,364½	897-24	366½	3,669-22	146½	13,940-36
Eastern Terminal	9,086½	163,443-00	1,625	558-08	303	2,116-16		.....
G. T. P. ....	24,897	393,755-10	5,476	.....	511	4,343-29	340½	35,943-11
Canadian Northern.	37,260½	570,932-10	7,988	1,411-06	1,991½	16,870-40	563½	60,062-37
Thunder Bay ..	10,357½	156,068-10	1,389½	44-04	370	2,931-38	198½	20,861-23
Horn & Co .....	1,114	48,278-50	351½	2,656-31	152½	1,246-26	657½	99,759-11
Canadian Government....	21,602½	310,531-00	3,767½	398-28	552½	3,915-05	472½	50,598-34
Grand Totals	217,944½	3,879,658-40	35,899½	7,392-09	6,817½	60,536-31	4,327½	506,681-25

Average Dockage per Car received.

Wheat .....	17.8 Bushels
Oats .....	.2 "
Barley .....	8.9 "
Flax .....	117.1 "



STATEMENT, showing the Total Receipts and Shipments of each kind of Grain at the Fort William and Port Arthur Terminal Elevators, with Summary of Receipts by Railroads, for the Crop Year 1915-16.

1. Receipts of Wheat and Oats.

Elevator.	RECEIPTS FROM WEST.			TRANSFERS.			TOTAL RECEIPTS.		
	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.
<i>Wheat—</i>									
Can. Pac. Ry. Co.	22,647 <sup>1</sup>	29,606,744-00	Bush. 398,327-40	278	365,962 10	Bush. 71 00	22,925 <sup>1</sup>	29,972,706-10	Bush. 398,398 40
Empire	10,615 <sup>1</sup>	14,044,000 20	218,233-30	473	591,067 10	584 10	11,088 <sup>1</sup>	14,635,067 30	218,817-40
Consolidated	15,818 <sup>1</sup>	21,126,839 00	329,049-00	137	172,236 40	27-00	15,955 <sup>1</sup>	21,299,075-40	329,116 00
Ogilvie's	13,846	18,183,927 00	285,529-30	164	203,012 00	32 10	14,010	18,386,939 00	285,561 40
Western Terminal	19,527	25,747,638-00	398,857-50	109	280,539 50	29 00	19,636	26,028,178-10	398,886 50
Grain Growers'	16,460	21,592,342 40	310,500-30	411	516,085-00	1,559-20	16,871	22,108,427 40	312,059 50
Fort William	14,712	19,383,714-50	256,112-20	28	39,187-50	83-00	14,740	19,422,902 40	256,195-20
Eastern Terminal	9,086 <sup>1</sup>	12,003,133-40	163,443-00	85	101,451-50	43-00	9,171 <sup>1</sup>	12,104,585 30	163,486-00
G. T. P. Term. Elev. Co.	24,897	27,744,564 00	393,755-10	43	48,091-30		24,940	27,792,655 30	393,755-10
Canadian Northern..	37,260 <sup>1</sup>	40,122,973 40	570,932-10	1,519	1,617,157 50	879-00	38,779 <sup>1</sup>	41,740,131 30	571,811-10
Thunder Bay..	10,357 <sup>1</sup>	11,240,716 30	156,068-10	10	62,097 40		10,367 <sup>1</sup>	11,302,814 10	156,068-10
Horn & Co.	1,114	1,327,731 50	48,278-50	13	10,465-20	420-40	1,127	1,338,197-10	48,699-30
Canadian Government	21,602 <sup>1</sup>	24,972,901-40	340,531-00	516	686,658 50	537-50	22,118 <sup>1</sup>	25,659,560 30	341,068-50
Total	217,944 <sup>1</sup>	267,097,227 30	3,879,658-40	3,786	4,694,013-40	4,266 10	221,730 <sup>1</sup>	271,791,241 10	3,883,924 50
<i>Oats—</i>									
Can. Pac. Ry. Co.	3,448 <sup>1</sup>	7,307,692-02		28	57,006-26		3,476 <sup>1</sup>	7,364,698 28	
Empire	1,762	3,610,512-22		265	548,448-28		2,027	4,158,961 16	
Consolidated	1,666	3,587,207-27	97 02	31	60,767 12		1,697	3,647,975 05	97-02
Ogilvie's	668 <sup>1</sup>	1,407,744-04		3	3,872-22		668 <sup>1</sup>	1,411,616 26	
Western Terminal	1,814	3,854,286 16	1,328-08	3	5,293 28		1,817	3,859,580 10	1 328-08
Grain Growers'	2,580 <sup>1</sup>	5,556,219-04		3			2,580 <sup>1</sup>	5,556,219-04	
Port William..	3,364 <sup>1</sup>	7,205,735 19	897 24	5	10,522 02		3,369 <sup>1</sup>	7,216,257-24	897-24
Eastern Terminal	1,625	3,494,562-02	538-08				1,625	3,494,562-02	538-08
G. T. P. Term. Elev. Co.	5,476	10,756,453 02			706 26		5,476	10,757,159 28	
Canadian Northern	7,988	15,424,647-00	1,411-06	130	245,233 28		8,118	15,669,880 28	1,411 06
Thunder Bay	1,389 <sup>1</sup>	2,701,605 00	44-04				1,389 <sup>1</sup>	2,701,605 00	44 04
Horn & Co.	351 <sup>1</sup>	679,290 27	2,656-31	3	10,732 06	70 10	354 <sup>1</sup>	690,022-33	2,727 07
Canadian Government	3,767 <sup>1</sup>	7,483,420-20	398-28	21	40,330 10		3,788 <sup>1</sup>	7,523,750 30	398 28
Total	35,899 <sup>1</sup>	73,069,376 09	7,392 09	488	982,914 15	70 10	36,387 <sup>1</sup>	74,052,290 24	7,462 19



STATEMENT, showing the Total Receipts and Shipments of each kind of Grain at the Fort William and Port Arthur Terminal Elevators, with Summary of Receipts by Railroads, for the Crop Year 1915-16—*Cont.*

2. Shipments of Wheat and Oats.

Elevator.	SHIPMENTS BY VESSELS.		SHIPMENTS BY RAIL.		TRANSFERS.		TOTAL SHIPMENTS.	
	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.
<i>Wheat</i> —								
Canadian Pacific Railway Co..	26,002,462-50	4,879 10	1,450,921 10	1,790-20	1,750,813 20	96 20	29,204,200 20	6,765-50
Empire...	12,447,212-50	1,309,40	995,831—	833—	910,246 30	55	14,353,290-20	2,197-40
Consolidated.	19,073,236-40	1,626,10	1,244,566 50	167-20	616,309-10		20,934,113 10	1,793 30
Ogilvie's	13,612,984-20	1,332 30	3,531,731 50	43-30	520,032-50	26 10	17,664,749	1,402 10
Western Terminal	24,350,843—		1,076,970	308-20	182,219-20		25,610,032 20	308-20
Grain Growers'..	19,946,318-30		934,528 50	113-20	1,019,656 50	38-20	21,900,504-10	151-40
Fort William.	18,099,925-20	742—	946,254-40	77-50	536,225-00	30 00	19,582,405-00	849-50
Eastern Terminal..	9,638,293-00	1,774-30	873,576-30	646-50	1,322,495-20	25-20	11,834,364-50	2,446-40
Grand Trunk Pacific Term. Elev. Co.	24,039,012-40		2,062,057-50	11-00	1,068,145-30		27,169,216 00	11-00
Canadian Northern..	35,961,856-00	8,514-50	2,219,448-50	1,055-10	2,077,760-20	155 10	40,259,065 10	9,725-10
Thunder Bay..	9,136,836-40	1,279-00	938,652-20	64-40	869,973-10		10,945,462-10	1,343-40
Horn & Co....	684,700-20	561-40	325,974-30	727-10	90,090-20		1,100,765 20	1,288-50
Canadian Government..	21,734,196-30	2,348-30	1,696,756-50	903-20	1,725,544-10		23,156,497-30	3,251-50
Total.	234,727,878-40	24,362 00	18,297,274-10	6,741-50	12,689,512 30	426 20	265,714,665-20	31,536-10
<i>Oats</i> —								
Canadian Pacific Railway Co..	5,047,402-06		1,541,734-06		183,602-23		6,772,739 01	
Empire...	3,320,131-00		577,742-09		71,177-00		3,969,050-09	
Consolidated. ...	2,850,294 09		503,014-08		29,140-18		3,382,449 01	
Ogilvie's	821,733-03		427,686-29		29,763-28		1,279,183-26	
Western Terminal	3,039,618-22		531,462-32		45,819-06		3,616,900-26	
Grain Growers'...	4,234,063-23		1,043,649-21		31,021-16		5,308,734-26	
Fort William.....	6,398,245 11		734,294-17		52,834-14		7,185,374 08	
Eastern Terminal..	2,616,962-14		610,089-22		41,085-00		3,268,137-02	
Grand Trunk Pacific Term. Elev. Co.	8,615,285-14		1,552,220-03		96,651-10		10,264,156-27	
Canadian Northern.	13,143,913-04		1,203,220-25		189,667-12		14,536,801-07	
Thunder Bay..	2,191,639-33		323,021-09		26,095-24		2,540,756-32	
Horn & Co....	323,693-33		249,120-10		31,386-18		604,200 27	
Canadian Government..	6,311,930-24		709,066-17		152,283-27		7,173,281-00	
Total.	58,914,913-26		10,006,323-04		980,528 26		69,901,765 22—	



STATEMENT, showing the Total Receipts and Shipments of each kind of Grain at the Fort William and Port Arthur Terminal Elevators, with Summary of Receipts by Railroads, for the Crop Year 1915-16---Con.

3. Receipts of Barley, Flax, Rye, Speltz and Rejected Mixed Grain.

Elevator.	RECEIPTS FROM WEST.			TRANSFERS.			TOTAL RECEIPTS.		
	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.
<i>Barley</i> —									
Canadian Pacific Railway Co.	1,057	1,557,642-16	10,431-26	30	44,393-46		1,087	1,602,036-14	10,431-26
Empire...	338½	496,823-34	2,253-00	14	20,252-24		352½	517,076-10	2,253-00
Consolidated...	263	390,801-42	2,963-26				263	390,801-42	2,963-26
Ogilvie's...	282	422,008-38	2,295-10				282	422,008-38	2,295-10
Western Terminal...	150	222,235-39	1,671-31				150	222,235-39	1,671-31
Grain Growers'.	480	698,652-14	5,828-02				480	698,652-14	5,828-02
Fort William...	366½	539,410-43	3,669-22				366½	539,410-43	3,669-22
Eastern Terminal.	303	442,995-16	2,116-16	5	8,016-22		308	451,011-38	2,116-16
Grand Trunk Terminal Pacific Elevator Co	511	676,026-12	4,343-29				511	676,026-12	4,343-29
Canadian Northern	1,991½	2,590,655-42	16,870-40	106	145,836-32		2,097½	2,736,492-26	16,870-40
Thunder Bay...	370	489,775-34	1,931-38				370	489,775-34	1,931-38
Horn & Co....	152½	209,360-40	1,246-26		42-40		152½	209,403-32	1,246-26
Canadian Government	552½	759,167-29	3,915-05	35	50,633-32	33-30	587½	809,801-13	3,948-35
Total.	6,817½	9,495,557-15	60,536-31	190	269,176-04	33-30	7,007½	9,764,733-19	60,570-13
<i>Flax</i> —									
Can. Pacific Railway Co..	701	855,871-24	72,484-30	7	8,984-02	245-05	708	864,855-26	72,729-35
Empire.	455	551,939-32	54,573-09	3	2,533-37		458	554,473-13	54,573-09
Consolidated..	792½	975,100-06	98,457-55	9	10,982-27	1,148-13	801½	986,082-33	99,606-12
Western Terminal.	146½	186,090-06	13,940-36	2	2,748-00	107-34	148½	188,838-06	14,048-14
Fort William...	340½	357,005-51	35,943-14				340½	357,005-51	35,943-14
G. T. P. Term. Elev. Co...	563½	583,651-54	60,062-37	1	1,246-40	44-22	564½	584,898-38	60,107-03
Canadian Northern.	198½	204,601-43	20,861-23				198½	204,601-43	20,861-23
Thunder Bay....	657½	797,964-55	99,759-11	2	1,208-15	101-31	659½	799,173-14	99,860-42
Horn & Co.....	472½	522,315-31	50,598-34	1	1,336-52	11-32	473½	523,652-27	50,610-10
Canadian Government									
Total..	4,327½	5,034,541-22	506,681-25		29,040-05	1,658-25	4,352½	5,063,581-27	508,339-50



<i>Rye—</i>	No.	Bushels	Lbs.	Total Lbs.
Canadian Pacific Railway Co., Consolidated....	1	1,026-54 1-44		1,026-54 1-44
Graun Growers' Fort William....	1	914-26		914-26
C. T. P. Term. Elev. Co..	3	933-16 3,034-36		2,093-28 3,034-36
Canadian Northern..	1	1,070-50		1,070-50
Canadian Government	1	708-02		708-02
<b>Total..</b>	<b>7</b>	<b>7,690-04</b>		<b>8,850-16</b>
 <i>Spelz--</i>				
Canadian Pacific Railway Co	1	515-00		515-00
 <i>Rejected mixed grain—</i>				
Canadian Pacific Railway Co Empire.	77	5,513,250		5,513,250
(Consolidated..)	81	813,620		813,620
Ogilvie's..	18	1,422,780		1,422,780
Western Terminal..	1	73,670		73,670
Graun Growers'	11	1,271,505		1,327,905
Fort William..	101	738,720		738,720
Eastern Terminal.	161	1,200,350		1,363,690
C. T. P. Term. Elev. Co..	44	3,108,700		3,219,760
Canadian Northern Thunder Bay.	471	3,013,254		3,458,814
Horn & Co..	60	3,823,750		3,910,410
Canadian Government	81	542,460		542,460
<b>Total..</b>	<b>32</b>	<b>2,362,097</b>		<b>2,532,837</b>
	<b>40</b>	<b>2,977,710</b>		<b>3,145,040</b>
<b>Total.</b>	<b>393</b>	<b>1,201,090</b>		<b>28,062,956</b>
				<b>78,632</b>
				<b>71,782</b>
				<b>78,632</b>



STATEMENT, showing the Total Receipts and Shipments of each kind of Grain at the Port William and Port Arthur Terminal Elevators, with Summary of Receipts by Railroads, for the Crop Year 1915-16—*Con.*

4. Shipments of Barley, Flax, Rye, Speltz and Rejected Mixed Grain.

Elevator.	SHIPMENTS BY VESSELS.		SHIPMENTS BY RAIL.		TRANSFERS.		TOTAL SHIPMENTS.	
	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.	Net Bushels.	Shrinkage.
<i>Barley—</i>								
Canadian Pacific Railway Co..	1,336,931-20		88,109-26		134,090 11		1,559,131-09	
Empire....	430,308-02		32,142 30		27,589 30		490,040-14	
Consolidated.	335,836-26		28,373-36		11,998-46		376,209-12	
Ogilvie's....	325,442-42		67,120-34		13,341-18		405,904-46	
Western Terminal	181,820-38		21,278-44		7,870-47		210,970-33	
Grain Growers'....	633,665-10		47,407-04		9,839-08		690,911-22	
Port William.	459,661-32		48,983-06		30,237-04		538,881-42	
Eastern Terminal...	353,673-24		37,349-32		54,650-16		445,673-24	
G. T. P. Term. Elev. Co..	598,764-14		11,844-06		40,825-43		651,434-15	
Canadian Northern...	2,364,924-13		140,218-04		164,999-17		2,670,141-34	
Thunder Bay..	432,366-06		5,488-46		35,386-00		473,241-04	
Horn & Co...	111,731-47		20,673-25		20,478-29		152,881-05	
Canadian Government..	673,290-32		68,775 24		39,655-15		781,721-23	
Total..	8,238,417 18		617,765-29		590,962 44		9,447,145 43	
<i>Flax—</i>								
Can. Pacific Railway Co	798 35	20-27	37,267-07	479-52	2,706 03	29 35	798 35	20 27
Empire..	775,601 14	14,712-37	60,594-36	773-45	1,499 06	26 39	815,574 24	15,222 12
Consolidated.	485,013 05	10,259-26	77,362-25	1,911-48	3 412-53	94 05	517,106 47	11,059 54
Western Terminal	887,857 44	22,380-42	39,498-43	426 25	5,580-15	78 05	968,633 10	24,386 39
Port William.	235,079 04	5,335-17	30,492-40	596-18	1,187-46	30-26	280,158-06	5,839-47
G. T. P. Term. Elev. Co..	350,911 21	6,571-11	70,192-42	1,618-00	680 41	33-37	382,591-51	7,197-55
Canadian Northern...	626,352-42	14,658-14	20,701-30	285-39			696,545 28	16,276 14
Thunder Bay..	146,538-06	3,366-18	144,503-21	2,696-45			167,920 21	3,685-38
Horn & Co.	582,567-10	12,053-05	33,908-12	982-52	171 45	1 42	727,070 31	14,749 50
Canadian Government....	482,861-51	10,910-16					516,941 52	11,894 54
Total.....	4,573,581 08	100,267-45	514,521-32	9,771 44	15,238 41	294 21	5,103,341 25	110,333 54



[illegible]



5. SUMMARY OF RECEIPTS BY RAILROADS—TERMINAL ELEVATORS ONLY.

	WHEAT.			OATS.			BARLEY.		
	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.
C.P.R.	127,959½	169,068,408.30	2,499,448.50	17,446	37,103,137.24	5,786.11	3,575	5,950,348.41	33,361.42
C.N.R.	62,644½	67,592,181.00	961,520.50	12,498	24,293,888.16	1,510.20	2,694	3,516,959.14	22,453.42
G.T.P.R.	27,340½	30,436,628.00	418,689.00	5,955½	11,672,350.03	95.12	548½	728,250.00	4,722.17
Grand Totals	217,944½	267,097,227.30	3,879,658.40	35,899½	73,069,376.09	7,392.09	6,817½	9,495,557.15	60,536.31

	FLAX.			RYE.			SPELTZ.			REJECTED MIXED GRAIN.		
	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.	No. of Cars.	Net Bushels.	Shrinkage.
C.P.R.	2,823	3,461,010.47	350,884.36	3	3,584.30		225	17,033,942				
C.N.R.	1,083½	1,128,020.30	115,155.42	1	1,070.50		97	6,437,380				
G.T.P.R.	421	445,510.01	40,641.03	3	3,034.36		53	3,390,544				
Grand Totals	4,327½	5,034,541.22	506,681.25	7	7,690.04		375	26,861,866				



## SESSIONAL PAPER No. 10d

STATEMENT, showing the Receipts and Shipments of Screenings and Sealpings at the Fort William and Port Arthur Elevators for the Crop Year 1915-16.

Elevator.	Receipts from West.	Transfers.	Total Receipts.	Shipments by Vessels.	Shipments by Rail.	Transfers.	Total Shipments
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
<i>Screenings—</i>							
Canadian Pac. Ry. Co	204,920	333,990	538,910	22,031,843	1,826,320	342,650	24,200,813
Empire.....	21,460	405,610	427,070	4,374,350	2,844,000	65,000	7,283,350
Consolidated.....		53,420	53,420	10,357,560	6,333,110	304,260	16,994,930
Ogilvie's.....				3,250,310	10,264,960	1,980	13,517,250
Western Terminal ..	55,850	488,670	544,520	12,006,060	6,982,000		18,988,060
Grain Growers'				11,398,080	2,751,380	51,480	14,200,940
Fort William.....				3,929,560	762,970	32,430	4,724,960
Eastern Terminal ..	1,136,940		1,136,940	7,209,500	1,668,620		8,878,120
C. T. P ..	869,380	438,150	869,380	13,339,550	4,127,500		17,467,050
Canadian Northern	140,415	116,330	578,565	20,469,770	2,675,630	72,980	23,218,380
Thunder Bay		67,350	116,330	2,964,000	2,919,180		5,883,180
Horn & Co		118,970	67,350		1,369,613		1,369,613
Canadian Government			118,970	8,314,320	3,392,260	6,280	11,712,860
Total— Terminals Hospitals	2,428,965 1,957,840	2,022,490 475,840	4,451,455 2,433,680	119,644,903 4,977,550	47,917,543 7,467,650	877,060 2,690,060	168,439,506 15,135,260
Grand Totals	4,386,805	2,498,330	6,885,135	124,622,453	55,385,193	3,567,120	183,574,766
<i>Sealpings—</i>							
Canadian Pac. Ry. Co	270,210	11,820	270,210	1,782,000	1,000,050	137,010	137,010
Empire .....			11,820	772,160	1,605,350		2,782,050
Consolidated .....	197,650		197,650			324,800	2,702,310
Ogilvie's .....	244,900		244,900		706,960	1,370,510	2,077,470
Western Terminal				4,163,160	1,061,000	75,000	5,299,160
Grain Growers'				1,934,210	172,000	49,810	2,156,020
Fort William				3,716,000	962,509		4,678,509
Eastern Terminal ..	729,440		729,440	140,000	125,680	500,430	766,110
C. T. P ..				5,013,910			5,013,910
Canadian Northern	60,330	122,580	182,910	4,731,620	963,820	479,920	6,175,360
Thunder Bay				1,496,000	588,510		2,084,510
Horn & Co					31,240		31,240
Canadian Government	186,770	140,000	326,770	625,140	293,370	66,030	984,540
Total Terminals Hospitals	1,689,300 5,214,900	274,400 2,968,010	1,963,700 8,182,910	24,374,200 1,359,680	7,510,489 1,335,470	3,003,510 531,920	34,888,199 3,227,070
Grand Totals	6,904,200	3,242,410	10,146,610	25,733,880	8,845,959	3,535,430	38,115,269



7 GEORGE V, A. 1917

STATEMENT, showing the grain shipped by vessels from Fort William and Port Arthur during the crop year 1915-16 upon which dockages were set on account of dirt or other foreign matter, the quantities of such shrinkages and the average dockage per cent.

Elevator.	Grade Shipped.	Amount Shipped.	Amount of Shrinkage.	Dockage.
		Bush.	Bush.	Per cent.
Wheat— C. P. R.	Smutty 1 Northern..	94,572-50	1,081	1.1
	“ 2 “	127,088-30	1,602	1.3
	“ 3 “	50,874-40	637-40	1.2
	“ No. Four.....	3,147	31-30	1
	No Grade Smutty 1° Tf.....	35,487	419-20	1.2
	“ “ 2° Tf.....	41,452-40	477-40	1.2
	“ “ 3° Tf.....	30,412-50	374-40	1.2
	“ “ No. 4 Tf.....	3,099-40	31	1
	“ “ Rej. 3° Tf.....	3,012-40	131-30	4.3
	Smutty Rej. 1°.....	1,877-50	28-10	1.5
	“ “ 2°.....	2,016	30-10	1.5
	Totals.....	393,041-40	4,844-40	1.2
Empire.....	Smutty 1 Northern..	55,699-10	621-20	1.1
	“ 2 “	21,641-50	227-40	1
	“ 3 “	12,221	130	1.1
	No Grade Smutty 1° Tf.....	6,341-10	66-30	1
	“ “ 2° Tf.....	9,612	181-10	1.9
	“ “ 3° Tf.....	4,120-40	61-50	1.5
	Totals.....	109,635-50	1,288-30	1.2
Consolidated...	One Northern.....	34,601-20	692	2
	Smutty 1 Northern.....	39,264	525	1.2
	“ 2 “	12,987-50	130	1
	“ 3 “	4,276-30	42-50	1
	“ No. 4.....	2,726-30	27-20	1
	No Grade Smutty 1° Tf.....	9,757	97-40	1
	“ “ 2° Tf.....	9,549-40	95-30	1
	“ “ 3° Tf.....	1,053-50	15-50	1.5
	Totals..	114,216-40	1,626-10	1.4
Ogilvies ..	Smutty 1 Northern.....	57,560-20	667-20	1.1
	“ 2 “	32,514-50	428-50	1.3
	“ 3 “	13,215-40	132	1
	No Grade Smutty 2° Tf.....	3,479-40	104-20	3
	Totals.....	106,770-30	1,332-30	1.2
Fort William .	Smutty 1 Northern .	29,462-30	337-40	1.1
	“ 2 “	12,095-40	205-40	1.7
	“ 3 “	8,970-30	89-40	1
	“ No. 4.....	1,163	11-40	1
	No Grade Smutty 1 Nor. Tf.....	2,201-20	22	1
	“ “ 2 “	6,383-20	63-50	1
	“ “ 3 “	1,154-30	11-30	1
	Totals.....	61,430-50	742	1.2
Eastern.....	Smutty 1 Northern..	76,695-10	781-20	1
	“ 2 “	40,147-40	467-30	1.2
	“ 3 “	14,147-20	141-40	1
	“ No. 4.....	1,619	16-10	1
	No Grade Smutty 1 Nor. Tf.....	13,876-10	152-50	1.1
	“ “ 2 “	6,755-40	67-40	1
	“ “ 3 “	5,761-10	82-30	1.2
	Smutty Rej. 1 Nor.....	1,072	10-40	1
	“ “ 2 Nor.....	1,057	10-30	1
	Totals.....	161,131-10	1,730-50	1.1



## SESSIONAL PAPER No. 10d

STATEMENT, showing the grain shipped by vessels from Fort William and Port Arthur during the crop year 1915-16 upon which dockages were set on account of dirt or other foreign matter, the quantities of such shrinkages and the average dockage per cent—*Continued.*

Elevator.	Grade Shipped.	Amount Shipped.	Amount of Shrinkage.	Dockage.
Wheat—Concluded. Canadian Northern		Bush.	Bush.	Per cent.
	Smutty 1 Northern..	149,182-40	2,104-10	1.4
	" 2 "	209,288	3,291-10	1.6
	" 3 "	83,621-20	1,124-10	1.3
	" No. 4....	22,338-10	330	1.6
	No Grade Smutty 1° Tf.....	16,259-10	201-30	1.2
	" " 2° Tf.....	24,968-20	423-50	1.7
	" " 3° Tf.....	37,389-50	702-30	1.9
	" " No. 4 Tf.....	5,901	69-50	1.2
	No Grade Rej. 2° Tf.....	1,326-10	33-10	2.5
	Smutty Rej. 1 Nor.....	8,384-30	103-30	2.2
	" " 2 Nor.....	3,399-20	51	1.5
	Totals....	562,058-30	8,514-50	1.5
Thunder Bay . .	Smutty 1 Northern..	46,245	508-40	1.1
	" 2 "	33,262-30	388-50	1.2
	" 3 "	1,955	24	1.2
	" No. 4.....	7,337-20	126-50	1.5
	No Grade Smutty 1 Nor. Tf	7,946-50	79-30	1
	" " 2 "	3,129-30	31-20	1
	" " 3 "	9,065-10	119-50	1.3
	Totals	108,931-20	1,279	1.2
Horn's.....	Smutty 1 Northern .	1,742-20	26-10	1.5
	" 2 "	12,465-50	189-30	1.5
	" 3 "	2,920-40	87-40	3
	" No. 4.....	6,649-50	66-30	1
	Rej. No. 4	2,446-10	122-20	5
	No Grade Smutty 3 Nor. Tf...	3,695-40	36-50	1
	" " No. 4 Tf.....	3,266-30	32-40	1
	Totals	33,187	561-40	1.7
Canadian Government...	Smutty 1 Northern..	66,953-50	754-20	1.1
	" 2 "	82,599	1,027-40	1
	" 3 "	11,540-20	166-50	1
	" No. 4.....	6,424-20	66-20	1
	No Grade Smutty 1 Nor. Tf	12,563-10	125-30	1
	" " 2 "	11,594	126-20	1.1
	" " 3 "	4,997-50	81-30	1.6
	Totals	199,672-30	2,348-30	1.2
Davidson & Smith	Smutty 2 Northern	29,897	299	1
Totals.....	One Northern.....	34,601-20	692	2
	Smutty 1 Nor	617,377-50	7,407	1.2
	" 2 Nor.....	613,988-40	8,257-50	1.3
	" 3 Nor.....	206,743	2,576-30	1.2
	" No. 4.....	51,395-10	676-20	1.3
	No Grade Smutty 1 Nor. Tf.....	104,431-50	1,164-50	1.1
	" " 2 "	116,924-50	1,571-40	1.3
	" " 3 "	97,651-30	1,487	1.5
	" " No. 4 Tf.....	12,267-10	133-30	1.1
	" " Rej. 3 Nor. Tf...	3,012-40	131-30	4.4
	" " Rejected 2 Nor. Tf..	1,326-10	33-10	2.5
	Smutty Rej. 1 Nor.....	11,334-20	222-20	1.9
	" 2 Nor.....	6,472-20	91-40	1.4
	Rejected No. 4.....	2,446-10	122-20	5
	Grand totals....	1,879,973	24,567-40	1.3



7 GEORGE V, A. 1917

STATEMENT, showing the grain shipped by vessels from Fort William and Port Arthur during the crop year 1915-16 upon which dockages were set on account of dirt or other foreign matter, the quantities of such shrinkages and the average dockage per cent—*Continued.*

Elevator.	Grade Shipped.	Amount Shipped.	Amount of Shrinkage.	Dockage.
		Bush.	Bush.	Per cent.
<i>Flax—</i> C. P. R.	2 C. W. . . .	819-06	20-27	2.4
Empire . . .	1 N. W. C. ....	765,340-18	14,090-46	1.9
	2 C. W. ....	20,868-22	518-07	2.5
	3 C. W. ....	3,889-40	97-14	2.5
	Sundries. ....	215-27	6-26	3.2
	Totals. ....	790,313-51	14,712-37	1.9
Consolidated .	1 N. W. C. ....	460,335-36	9,197-18	2
	2 C. W. ....	34,620-37	1,057-22	3
	3 C. W. ....	316-14	4-42	1.6
	Totals. ....	495,272-31	10,259-26	2.1
Western	1 N. W. C. ...	868,424-31	21,204-09	2.4
	2 C. W. ....	38,367-42	1,128-20	2.9
	3 C. W. ....	2,063-34	30-53	1.5
	Sundries. ....	1,382-35	17-16	1.2
	Totals. ....	910,238-30	22,380-42	2.4
Fort William .	1 N. W. C. ....	210,870-31	4,582-54	2.2
	2 C. W. ....	28,053	728-52	2.5
	3 C. W. ....	407-03	23-23	5.9
	Totals. ....	239,330-34	5,533-17	2.2
Grand Trunk Pacific . . .	1 N. W. C. ....	343,523-06	6,176-20	1.8
	2 C. W. ....	13,044-33	247-23	1.9
	3 C. W. ....	4,265-16	106-35	2.5
	Sundries. ....	1,983-33	40-45	2.1
	Totals. ....	362,816-32	6,571-11	1.8
Canadian Northern. ....	1 N. W. C. ....	610,329-13	13,631-32	2.2
	2 C. W. ....	26,340-14	727-19	2.8
	3 C. W. ....	7,624-43	228-41	3
	Sundries. ....	2,095-39	70-35	3.4
	Totals. ....	646,389-53	14,658-15	2.3
Thunder Bay. ....	1 N. W. C. .	142,427-18	3,079-53	2.2
	2 C. W. ....	2,587-48	71-09	2.7
	3 C. W. ....	1,386-09	34-37	2.5
	Sundries. ....	3,499-10	180-31	5.2
	Totals. ....	149,900-29	3,366-18	2.2
Horn's. . . . .	1 N. W. C. ....	561,770-14	11,258-43	2
	2 C. W. ....	14,240	316-48	2.2
	3 C. W. ....	7,639-22	477-26	6.2
	Totals. ....	583,649-36	12,053-05	2.1



## SESSIONAL PAPER No. 10d

STATEMENT, showing the grain shipped by vessels from Fort William and Port Arthur during the crop year 1915-16 upon which dockages were set on account of dirt or other foreign matter, the quantities of such shrinkages and the average dockage per cent—*Continued.*

Elevator.	Grade Shipped.	Amount Shipped.	Amount of Shrinkage.	Dockage.
		Bush.	Bush.	Per cent.
<i>Flax—Continued.</i>				
Canadian Government.....	1 N. W. C.....	464,197-34	10,150-47	2.2
	2 C. W.....	25,415-37	624-26	2.4
	3 C. W.....	761-24	20-53	2.8
	Sundries.....	3,397-28	114-02	3.3
	Totals.....	493,772-11	10,910-16	2.2
Totals.....	1 N. W. C.....	4,427,218-33	93,372-42	2.1
	2 C. W.....	204,357-15	5,440-29	2.6
	3 C. W.....	28,353-37	1,024-44	3.6
	Sundries.....	12,574-04	429-43	3.4
	Grand totals.....	4,672,503-33	100,267-46	2.1



STATEMENT, showing the Total Quantities of each kind of Grain shipped by vessels from Fort William and Port Arthur during the crop year 1915-16, according to the ports at which the cargoes were discharged.

	Wheat.	Oats.	Barley.	Flax.	Sample Mixed Grain.	Elevator Screenings.
	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons-Lbs.
To Canadian Ports—						
Depot Harbour.....	5,318,130 10	487,056 26	115,056-20			
Goderich.....	11,182,949-10	2,104,255-17	448,720-34	240,904 53		
Kingston.....	227,881-20	2,003,028-16	75,000-00			
Midland.....	6,063,889-50	4,290,287-18	328,868-36	390,482-10	2,674,646	417-1560
Montreal.....	1,286,437-30	7,259,931-31	1,746,968-15		3,486,720	
Port Colborne.....	25,237,546-50	6,121,241-02	618,567-24		2,155,698	
Port McNicoll.....	26,484,722-00	11,365,327-00	1,320,813-30	185,514 26		
Port Stanley.....	190,975-40					
Quebec.....	15,090,169-50	125,000-00		26,450 28	3,579,246	
Tiffin.....	97,000-00	6,180,338-26	1,161,779 46			
2 Vessels Wrecked..						
Total to Canadian Ports...	91,179,702-20	40,136,467-00	5,815,775-22	843,352-05	11,896,310	417-1560
To United States Ports—						
Buffalo.....	139,633,698-50	18,366,231 05	2,516,914-33	2,766,933-00		13,371-0610
Chicago.....	621,772-50			617,204-49		16,991-1643
Cleveland.....	228,000-00			111,623-10		
Detroit.....	326,662-40			204,535 46		43,444 0330
Duluth and Superior..	4,181,890 50					
Erie.....	13,494,713-00	704,752-28		141,000 00	562,523	
Fairport.....						
Milwaukee.....	5,309,961-10	213,756-18	622,125 07			
Port Huron.....	97,000-00					
Sandusky.....	2,056,285-50	373,302-24				
Toledo..						
Total to United States Ports.....	165,949,985 10	19,658,043-07	3,139,039-40	3,841,296-49	562,523	73,807-0584
Grand Totals.....	257,129,687-30	59,794,510-07	8,954,815-14	4,684,648 54	12,458,833	74,225-0143



STATEMENT, showing the Number of Cars of Grain Inspected at the Various Points in the Western Inspection Division during the Crop Year 1915-16 (September 1, 1915, to August 31, 1916), by Railroads.

Inspected at.	Railroad.	Spring Wheat.	Winter Wheat.	Total Wheat.	Oats.	Barley.	Flax.	Rye.	Speltz.	Screens- ings.	Total All Grain.
		No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.	No. of Cars.
Winnipeg via	C.P.R....	149,678	624	150,302	24,711	4,273	3,027	21	2	257	182,593
"	C.N.R....	79,433	2	79,435	19,265	3,823	1,281	12		53	103,869
"	G.T.P.R.	30,828	3	30,831	7,962	662	336	9		23	39,823
Calgary	"	3,751	53	3,807	2,638	706	15	66		4	7,236
Duluth	"	4,350	2	4,352	498	282	55	45			5,232
Moose Jaw	"	4,568	45	4,613	656	21	66	6			5,362
Saskatoon, via	C.P.R....	1,357	1	1,357	389	15	1				1,762
"	C.N.R....	4,528		4,529	342	17	172				5,060
"	G.T.P.R.	587		587	165	10	11				773
Medicine Hat	"	1,961	12	1,973	16	2	81				2,072
Portage La Prairie	"	235		235	20	1				1	257
Totals....		281,279	742	282,021	56,662	9,812	5,045	159	2	338	354,039

SUMMARY BY RAILROADS.

C.P.R....	161,553	734	162,287	28,430	5,018	3,190	93	2	262	199,282
C.N.R.	83,961	3	83,964	19,607	3,840	1,453	12		53	108,929
G.T.P.R.	31,415	3	31,418	8,127	672	347	9		23	40,596
G.N.R....	4,350	2	4,352	498	282	55	45			5,232
Totals....	281,279	742	282,021	56,662	9,812	5,045	159	2	338	354,039



7 GEORGE V, A. 1917

STATEMENT, showing the Number of Cars Inspected at Various Points in the Western Inspection Division during the Crop Year 1915-16 (September 1, 1915, to August 31, 1916); by Railroads and Provinces.

MANITOBA.

Inspected at	Railroad.	Wheat.	Oats.	Barley.	Flax.	Rye.	Speltz.	Screen-ings.
Winnipeg.....	Via C.P.R....	28,971	7,316	2,407	131	9	1	105
	" C.N.R....	23,518	5,344	2,437	58	5		31
	" G.T.P.R	2,785	593	168	8	1		17
Calgary...								
Duluth...		2,756	223	256	34	29		
Moose Jaw..	Via C.P.R....	12	10					
Saskatoon..	Via C.P.R....	4	6					
	" C.N.R....	1	1					
	" G.T.P.R							
Medicine Hat.					1			
Portage la Prairie..		235	20	1			1	
Totals.....		58,282	13,513	5,269	232	44	2	153

SASKATCHEWAN.

Inspected at	Railroad.	Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.
Winnipeg..	Via C.P.R....	93,982	8,438	1,173	2,503	14	128
	" C.N.R....	48,098	10,475	1,089	1,156	4	16
	" G.T.P.R	25,432	5,221	322	317	1	6
Calgary							
Duluth...		986	209	17	19	9	
Moose Jaw..	Via C.P.R....	3,075	193	13	56	5	
Saskatoon..	Via C.P.R....	776	202	4			
	" C.N.R....	3,740	220	22	147		
	" G.T.P.R	280	33	2	9		
Medicine Hat...		101			1		
Portage la Prairie..							
Totals.....		176,470	24,991	2,642	4,208	33	150

ALBERTA.

Winnipeg....	Via C.P.R.....	27,309	9,005	705	393	1	
	" C.N.R....	7,819	3,446	309	62	2	
	" G.T.P.R	2,611	2,151	174	9	7	
Calgary		3,807	2,638	706	18	63	4
Duluth...		612	68	5	2	7	
Moose Jaw..	Via C.P.R....	1,539	440	11	7	1	
Saskatoon..	Via C.P.R....	575	182	12	1		
	" C.N.R....	799	112	11	7		
	" G.T.P.R.	307	132	9	1		
Medicine Hat...		1,870	22	11	67		
Portage la Prairie..							
Totals.....		47,248	18,196	1,953	567	81	4



## SESSIONAL PAPER No. 10d

STATEMENT, showing the Billing Destinations of Cars Inspected at Winnipeg, Calgary, Moosejaw and Saskatoon, during the Crop Year 1915-16 (September 1, 1915, to August 31, 1916).

Inspected at	Railroad.	Billed to	Wheat.	Oats.	Barley.	Flax.	Rye.	Screen-ings.	Speltz.
Winnipeg ..	C.P.R.....	Winnipeg....	16,963	4,420	647	115	1	44	2
		Fort William....	131,762	13,641	3,274	2,771	5	75	
		Duluth.....	472	59	1		17	2	
		All Rail.....	1,941	2,468	130	7	49	88	
Winnipeg .....	C.N.R....	Winnipeg....	4,173	2,514	420	9	2	10	
		Port Arthur....	70,576	10,652	3,294	1,105	1	11	
		Duluth.....	3,919	982	120	135	9	7	
		All Rail.....	250	944	39	17		12	
Winnipeg .....	G.T.P.R....	Winnipeg...	1,038	716	57	14		2	
		Fort William....	27,904	5,923	505	336	2	18	
		Duluth.....	205	141	3	3	4		
		All Rail.....	1,400	657	32	1	2		
Calgary. ....		Calgary..	2,975	1,320	476	9	9	3	
		Eastern Points..	797	1,116	167	3	7	3	
		Western Points..	398	329	42	4	1		
Moose Jaw....		Moose Jaw....	4,801	676	21	5			
		Eastern Points..	3,080	316	3	87	3	1	
Saskatoon..	C.P.R.....	Saskatoon	1,364	386	15	1			
		Eastern Points..	1,050	264	23	5		10	
Saskatoon... ..	C.N.R.....	Saskatoon.....	4,642	364	19	161			
		Eastern Points..	1,270	86	5	72		19	
Saskatoon .....	G.T.P.R.	Saskatoon.....	656	168	10	11			
		Eastern Points..	3,499	299	33	74			



7 GEORGE V, A. 1917

STATEMENT, showing the Number of Cars of Wheat Inspected in

Grade.	1900-1	1901-02.	1902-03	1903-04	1904-05	1905-06.	1906-07.
1 Hard.....	1,192	8,282	21,757	557	176	651	4,008
2 " ..	2,188						
3 " ..	4,665						
1 Hd. Wh. Fife....							
1 Nor	10	18,794	14,432	7,065	3,788	33,687	28,296
2 " ..	14	21,851	6,378	10,794	11,585	13,317	18,268
3 " ..	106	991	6,359	11,720	9,293	2,407	2,207
Four..		160	1,718	3,369	3,036	275	474
Five..					2,247	1	
Six							
Feed	1	79	322	1,569	1,098	4	60
Rej. 1	137	267	420	561	631	3,623	5,047
Rej. 2.....	66	107	266	408	591	4,363	3,737
Smutty.....							
N.G.G.....	6,390	2,972	116	1,604	2,279	518	706
Rej..	34	64	41	148	603	2,432	4,641
Condemned..	67	140	24	46	78	35	75
N.E.G....							
1 W.F...	10	1					25
2 W.F...	1						
3 W.F...							
1 Spg..	1						
1 F....	3						
2 F..	1						
Feed 2..				632	233		
4 Ex..					2,214	6	
Screenings					40	9	
1 Goose							1
2 Goose							2
Winter Wheat..						214	809
Totals..	14,886	53,708	51,833	58,473	37,892	61,542	68,556



SESSIONAL PAPER No. 10d

the Western Division, Crop Year 1900-01 to 1915-16, inclusive.

1907-08	1908-09	1909-10	1910-11	1911-12	1912-13	1913-14	1914-15	1915-16
143	147	282	11	4	239	783	21	2,126
..	..	..	..	2	4	13	1	1
6,130	12,594	33,420	13,252	3,909	13,267	75,684	16,152	138,117
9,406	17,958	31,844	27,326	19,281	42,579	36,788	32,735	49,110
9,378	16,943	12,252	21,760	31,525	29,931	9,202	23,057	36,497
5,154	6,531	2,618	8,198	21,793	6,223	1,921	12,074	16,833
3,888	2,920	479	2,861	11,306	1,490	495	3,260	5,491
2,604	1,281	177	2,075	13,647	1,163	230	656	1,630
4,207	657	30	450	8,471	371	34	91	357
567	2,498	2,324	1,133	453	..	..	..	..
348	2,482	1,918	1,014	634	..	..	..	..
2,878	1,517	484	1,077	16,401	1,343	4,209	1,080	3,320
910	1,857	2,000	1,065	4,240	24,049	1,109	3,742	21,605
43	30	124	75	388	3,584	5,758	2,768	6,016
..	10	18	5	2	27	135	60	82
3	17	..	..	..	32	53	12	87
..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..
3,641	53	..	..	..	..	..	..	..
..	..	..	..	..	142	..	..	..
2	..	1	2	..	..	5	1	7
1,545	3,034	1,156	1,202	3,700	1,525	984	216	742
50,847	70,529	89,129	81,506	135,756	125,969	137,403	95,926	282,021



7 GEORGE V, A. 1917

STATEMENT, showing Quantity of each kind of Grain handled by Country Elevators with the Line of Railway on which they are located, for

Provinces and Railroads.	WHEAT.				OATS.			
	On Hand.	Receipts.	Shipments.	In Store.	On Hand.	Receipts.	Shipments.	In Store.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Ontario—								
C. P. R. ....	....	2,812	2,812		3,294	40,387	39,251	4,430
Total .....	..	2,812	2,812	.	3,294	40,387	39,251	4,430
Manitoba—								
C. P. R. ....	38,626	28,904,591	28,896,237	110,323	92,242	14,723,426	14,678,010	122,804
C. N. R. ....	42,138	14,947,343	14,764,480	288,271	15,140	3,975,792	3,917,562	125,583
G. T. P. ....	876	1,154,937	1,152,528	6,172	2,957	121,669	120,506	4,167
G. N. R. ....	80	2,107,848	2,077,391	40,532	3,889	236,946	209,478	34,340
Total .....	81,720	47,114,719	46,890,636	445,298	114,228	19,057,834	18,925,556	286,894
Saskatchewan—								
C. P. R. ....	95,740	108,821,393	107,689,958	1,384,969	154,983	16,703,622	16,171,728	716,887
C. N. R. ....	84,382	44,537,169	42,697,197	1,891,465	54,124	14,013,093	13,530,853	567,460
G. T. P. ....	8,638	18,876,950	18,693,093	205,109	6,497	6,433,593	6,309,024	148,540
Sea Line .....	....	200,706	100,179	2,058	....	2,795	1,482	1,398
Total . .	188,760	172,436,218	169,180,427	3,483,601	215,604	37,153,103	36,013,087	1,434,285
Alberta—								
C. P. R. ....	119,386	40,152,026	39,765,677	443,423	67,075	19,858,202	19,519,670	492,583
C. N. R. ....	22,032	9,561,044	9,359,532	225,364	49,437	6,783,578	6,621,061	239,390
G. T. P. ....	6,712	2,020,855	2,012,095	13,897	10,328	2,957,200	2,613,443	19,057
E. D. & B. C. .	....	22,047	22,172	43	....	152,806	152,360	2,611
A. & G. W. ....	....	14,222	14,001	....	....	95,119	95,662	....
Total .....	148,130	51,770,194	51,173,477	682,727	126,840	29,846,905	29,002,196	753,641
British Columbia—								
C. P. R. ....	15,972	603,578	583,340	26,590	39,066	376,838	405,514	7,548
Total .....	15,972	603,578	583,340	26,590	39,066	376,838	405,514	7,548
Grand total..	434,582	271,927,521	267,830,692	4,638,216	499,032	86,475,067	84,385,604	2,486,793



SESSIONAL PAPER No. 10d

in the Provinces of Ontario, Manitoba, Saskatchewan, Alberta and British Columbia,  
Crop Year 1915-16 (September 1, 1915, to August 31, 1916).

BARLEY.				FLAX.			
On Hand.	Receipts.	Ship-ments.	In Store.	On Hand.	Receipts.	Ship-ments.	In Store.
Bush.	Bush.	Bush.	Bush.	½ Bush.	Bush.	Bush.	Bush.
.....	397	224	173	.....	.....	.....	.....
.....	397	224	173	.....	.....	.....	.....
6,617	3,328,191	3,235,618	110,894	22	47,792	45,587	2,582
6,355	1,710,546	1,691,337	41,858	.....	12,340	12,741	59
.....	98,594	98,525	100	.....	.....	.....	.....
214	379,006	367,483	20,535	242	17,178	16,781	1,019
13,186	5,516,337	5,392,963	173,387	264	77,310	75,109	3,660
3,602	909,107	859,097	53,758	9,135	2,951,535	2,784,922	162,536
1,370	607,013	556,266	52,295	7,572	1,421,974	1,319,527	111,466
.....	195,798	183,332	13,087	1,507	301,628	291,498	11,968
.....	1,200	1,226	.....	.....	4,967	4,845	55
4,972	1,713,118	1,599,921	119,140	18,214	4,680,104	4,400,792	286,025
25,664	2,039,070	1,936,362	127,916	11,702	470,562	448,580	27,071
10,859	469,504	458,542	22,728	4,258	111,683	105,422	9,176
568	199,087	189,734	6,244	1,316	10,806	11,557	179
.....	17,925	17,361	.....	.....	.....	.....	.....
.....	23,779	23,852	.....	.....	.....	.....	.....
37,091	2,749,365	2,625,851	156,888	17,276	593,051	565,559	36,426
1,658	37,006	36,052	2,368	254	3,249	2,152	1,251
1,658	37,006	36,052	2,368	254	3,249	2,152	1,251
56,907	10,016,223	9,655,011	451,956	36,008	5,353,714	5,043,612	327,362



7 GEORGE V, A. 1917

TOTAL GRAIN.

Provinces and Railroads.	On Hand.	Receipts.	Shipments.	In Store.
	Bush.	Bush.	Bush.	Bush.
Manitoba—				
Ontario				
C. P. R.....	3,294	43,596	42,287	4,003
Total.....	3,294	43,596	42,287	4,003
Manitoba—				
C. P. R.....	137,507	47,004,000	46,855,452	346,603
C. N. R.....	63,633	20,646,022	20,386,120	455,771
G. T. P.....	3,833	1,375,200	1,371,559	10,439
G. N. R.....	4,425	2,740,978	2,671,133	96,426
Total.....	209,398	71,766,200	71,284,264	909,239
Saskatchewan—				
C. P. R.....	263,460	129,385,657	127,505,705	2,318,150
C. N. R.....	147,448	60,579,249	58,103,843	2,622,686
G. T. P.....	16,642	25,807,969	25,476,947	378,704
Soo Line.....		209,668	107,732	3,511
Total.....	427,550	215,982,543	211,194,227	5,323,051
Alberta—				
C. P. R.....	223,827	62,519,860	61,670,289	1,090,993
C. N. R.....	86,586	16,925,809	16,544,557	496,658
G. T. P.....	18,924	5,187,948	4,826,829	39,377
E. D. & B. C.....		192,778	191,893	2,654
A. & G. W.....		133,120	133,515	
Total.....	329,337	84,959,515	83,367,083	1,629,682
British Columbia—				
C. P. R.....	56,950	1,020,671	1,027,058	37,757
Total.....	56,950	1,020,671	1,027,058	37,757
Grand total.....	1,026,529	373,772,525	366,914,919	7,904,332



## SESSIONAL PAPER No. 10d

STATEMENT, showing the estimated crop of wheat, oats, barley and flax, quantity inspected, percentage of estimated crop inspected, quantity delivered at the terminal elevators, percentage of estimated crop delivered at the terminal elevators, and the percentage of the quantity inspected, delivered at the terminals, for the crop years 1901-02 to 1915-16.

Crop Year.	Estimated Crop.	Inspected.	Percentage of estimated Crop Inspected.	Amount delivered at Terminals.	Percentage of estimated Crop delivered at Terminals.	Percentage of Amount Inspected delivered at Terminals.
<i>Wheat</i>	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1901-02	62,820,282	46,651,806	73	30,141,536	48	66
1902-03	67,034,127	51,833,000	77	41,302,474	62	80
1903-04	56,145,497	40,396,650	72	32,080,627	57	80
1904-05	56,037,995	39,786,000	71	31,508,617	56	79
1905-06	84,175,226	64,619,100	77	56,056,560	67	87
1906-07	102,256,531	73,140,920	72	60,553,693	59	83
1907-08	71,574,402	53,389,350	75	40,689,868	57	76
1908-09	107,002,093	74,055,450	69	58,088,727	57	78
1909-10	144,239,707	91,922,385	66	72,285,001	50	76
1910-11	120,487,310	87,618,950	73	70,131,871	58	80
1911-12.....	193,998,374	145,937,700	75	108,192,739	56	73
1912-13	183,322,000	141,715,125	77	107,494,757	59	76
1913-14.....	209,262,000	158,013,450	76	133,444,093	64	84
1914-15	140,958,000	107,916,750	76	75,715,606	54	70
1915-16	376,448,400	335,425,200	89	286,034,753	76	85
<i>Oats</i>						
1901-02	28,909,654	4,005,600	10	1,237,557	3	39
1902-03	45,139,455	3,054,000	7	1,625,623	4	53
1903-04	47,215,449	1,693,500	4	193,501	4	11
1904-05	52,655,825	2,736,000	5	832,664	2	30
1905-06	74,211,260	8,652,000	12	6,278,449	8	73
1906-07	87,795,418	14,935,500	17	13,012,106	15	87
1907-08	74,713,562	16,761,600	22	10,657,172	15	64
1908-09	108,988,855	21,996,000	20	15,031,400	14	69
1909-10	176,448,056	34,944,800	14	26,483,516	15	73
1910-11.....	118,121,591	26,351,100	22	17,777,080	15	68
1911-12	229,426,953	53,141,000	23	29,459,591	13	55
1912-13	221,857,000	59,763,600	27	34,482,918	16	58
1913-14	242,413,000	67,197,000	28	41,707,055	17	62
1914-15	150,843,000	35,839,700	24	17,189,298	11	59
1915-16	520,103,000	115,120,000	22	80,580,703	15	70
<i>Barley</i>						
1901-02.....	7,331,255	308,000	4	56,769	7	18
1902-03	12,718,837	565,200	4	248,909	3	62
1903-04	10,549,536	193,200	2	101,425	1	53
1904-05	13,384,547	468,000	3	259,310	2	55
1905-06	16,731,485	1,628,400	10	1,001,298	6	62
1906-07	21,006,925	2,715,600	13	1,869,181	9	69
1907-08	19,185,449	2,635,200	13	1,914,296	10	72
1908-09	24,050,645	3,579,600	15	2,498,174	10	70
1909-10	26,749,634	4,663,200	17	3,300,676	12	71
1910-11.....	20,798,565	2,554,800	12	1,536,500	8	60
1911-12	35,010,043	6,301,200	18	3,482,689	10	55
1912-13	26,671,000	14,833,000	56	9,868,774	37	68
1913-14	31,060,000	15,761,250	51	10,781,391	35	62
1914-15	19,535,000	4,953,000	25	2,624,081	13	53
1915-16.....	53,331,300	13,246,200	25	10,316,303	19	78
<i>Flax</i>						
1901-02	461,520	131,400	29	10,726	2	8
1902-03	735,110	655,000	89	167,537	23	26
1903-04	879,802	536,000	61	462,053	53	86
1904-05	635,543	290,000	46	169,761	26	59
1905-06	733,700	503,000	68	392,000	53	78
1906-07	1,023,510	908,000	89	796,191	78	88
1907-08	1,732,065	1,617,000	93	1,515,694	88	94
1908-09	3,165,320	2,208,000	70	2,110,668	67	96
1909-10	4,784,786	3,571,000	75	3,360,800	70	94
1910-11.....	3,501,221	3,216,000	92	2,877,330	82	89
1911-12.....	12,556,468	7,190,000	57	5,954,451	47	83
1912-13	21,534,000	22,081,500	103	17,999,403	84	81
1913-14.....	17,366,000	14,093,200	81	12,559,884	72	89
1914-15	7,083,000	4,001,600	56	3,179,925	45	79
1915-16....	10,628,000	5,852,000	55	5,059,849	48	86



[illegible]



Date.	1 Northern.		2 Northern.		3 Northern.		No. 4.		No. 5.		No. 6.		Feed.
	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915	
September.													
1	1 13/4	0 96/2	1 12/0	0 94/2	1 10/0	0 92/0	1 02/4		0 95/4				
2	1 14/3	0 97/0	1 12/5	0 95/0	1 10/1	0 92/0	1 04/1		0 96/1				
3	1 18/0	0 94/4	1 16/0	0 92/4	1 14/0	0 89/4	1 07/4		0 99/1				
4	1 20/2	0 92/6	1 18/2	0 90/6	1 15/6	0 89/6	1 09/6		1 02/6				
5	1 17/2		1 14/6		1 12/6		1 07/0		0 99/6		0 93/6		
6													
7		0 88/4		0 86/4		0 83/4							
8	1 14/0	0 91/4	1 11/2	0 89/4	1 09/2	0 85/0	1 03/4		0 96/2				
9	1 16/4	0 92/4	1 13/3	0 90/4	1 11/2	0 86/0	1 05/6		0 98/2				
10	1 15/0	0 94/0	1 12/0		1 10/0	0 88/0	1 04/2		0 96/6		0 91/6		
11	1 13/0	0 94/0	1 10/2	0 91/4	1 07/2	0 88/4	1 02/2		0 95/2				
12	1 11/4		1 07/6		1 04/6		1 00/6		0 93/6				
13		0 96/2		0 94/2		0 89/2		0 81/2					
14	1 06/0	0 97/4	1 02/4	0 95/4	0 97/4	0 91/0		0 82/4					
15	1 07/4	0 94/2	1 03/4	0 92/2	0 99/0	0 88/2	0 94/0		0 86/0				
16	1 10/0	0 97/4	1 06/0	0 95/4	1 01/4	0 91/0	0 95/4		0 88/4				
17	1 09/2	0 95/4	1 05/6	0 93/4	1 00/6	0 89/6	0 95/2		0 87/6				
18	1 11/0	0 94/6	1 07/2	0 92/6	1 02/4	0 89/0	0 96/4		0 89/2		0 83/2		
19	1 12/2		1 08/6		1 04/0		0 97/6		0 90/6		0 84/6		
20		0 94/0		0 92/4		0 89/0		0 81/4					
21	1 11/4	0 94/0	1 08/0	0 92/0	1 03/0	0 89/4	0 95/4		0 88/4		0 84/0		
22	1 09/4	0 94/2	1 06/0	0 92/2	1 01/0	0 91/2	0 92/6		0 87/0		0 81/4		
23	1 10/4	0 92/0	1 07/1	0 90/4	1 02/1	0 89/4	0 93/6		0 88/2		0 82/6		
24	1 10/2	0 94/0	1 06/6	0 92/0	1 02/0	0 91/0	0 94/0		0 88/0		0 83/0	0 79/3	
25	1 09/5	0 94/0	1 06/1	0 92/0	1 01/2	0 90/4	0 93/7		0 88/3		0 83/3	0 78/2	
26	1 08/4		1 05/0		1 00/0		0 93/0		0 87/2		0 82/2		
27		0 91/6		0 89/6		0 88/6		0 82/2		0 77/2			
28	1 08/1	0 93/6	1 04/7	0 91/2	0 99/7	0 88/2	0 93/0		0 87/0		0 82/0	0 78/0	
29	1 08/3	0 90/2	1 05/1	0 88/2	1 00/1	0 86/2	0 93/1		0 87/6		0 82/6	0 79/2	
30	1 07/6	0 91/6	1 04/4	0 89/4	0 99/4	0 86/6	0 93/1		0 87/1		0 82/1	0 78/5	
October.													
1	1 07/1	0 88/6	1 04/0	0 86/6	0 99/0	0 83/6	0 92/4		0 86/4		0 81/4	0 78/0	
2	1 04/1	0 89/6	1 00/7	0 87/6	0 95/7	0 84/6	0 89/4		0 84/2		0 79/0	0 75/0	
3	1 06/0		1 02/5		0 97/5		0 91/6		0 86/2		0 81/4	0 76/6	
4		0 90/6		0 88/6		0 85/6		0 80/0		0 75/0			0 66/0







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8.....	1 21/1	1 03/2	1 00/2	0 95/0	1 07/6	0 89/6	1 02/6	0 84/2	0 98/2	0 79/2	0 91/2	0 74/2
9.....	1 20/0	1 02/2	0 99/4	0 94/2	1 07/0	0 89/2	1 02/0	0 83/4	0 97/2	0 79/0	0 93/2	0 74/0
10.....	1 19/0	1 03/0	1 00/4	0 95/4	1 06/0	0 90/4	1 01/4	0 85/0	0 96/4	..	0 92/4	..
11.....	1 19/2	1 04/0	1 02/0	0 97/0	1 06/2	0 91/0	1 01/1	0 84/4	0 96/1	..	0 92/4	..
12.....	1 18/2	1 06/0	1 01/4	0 96/4	1 05/3	0 93/0	1 00/3	0 83/0	0 95/1	0 78/0	0 91/1	0 72/0
13.....	1 19/0	1 05/2	1 02/4	0 97/6	1 06/2	..	1 01/1	..	0 96/0	..	0 91/0	..
14.....	1 18/6	1 04/6	1 01/6	0 97/4	1 05/6	0 92/2	1 00/6	0 83/0	0 95/6	0 76/4	0 90/6	..
15.....	1 19/1	1 03/0	1 00/2	0 96/0	1 06/2	0 91/0	1 01/6	0 82/2	0 96/6	0 76/2	0 92/6	0 73/2
16.....	1 19/5	1 04/2	1 02/0	0 97/6	1 07/2	0 92/2	1 02/2	0 85/0	0 97/6	0 80/0	0 91/0	0 75/0
17.....	1 20/0	1 03/0	1 00/6	0 96/4	1 07/0	0 91/4	1 02/0	0 84/4	0 97/4	0 79/4	0 91/0	0 74/4
18.....	1 20/0	1 01/0	0 98/6	0 94/6	1 07/1	0 89/6	1 02/0	0 83/0	0 97/4	0 78/0	0 91/0	0 72/0
19.....	1 18/7	1 01/0	0 99/0	0 94/0	1 07/4	0 89/0	1 02/1	..	0 97/6	..	0 91/0	..
20.....	1 20/0	1 00/2	0 98/2	0 93/2	1 08/2	0 88/2	1 03/0	0 82/2	0 98/2	0 76/2	0 91/0	..
21.....	1 19/1	1 01/0	0 99/6	0 94/0	1 07/3	..	1 02/3	..	0 98/3	..	0 91/0	..
22.....	1 18/5	0 99/4	0 97/4	0 93/4	1 06/6	..	1 02/0	..	0 97/0	..	0 91/0	..
23.....	1 17/4	1 00/6	0 98/6	0 91/2	1 06/4	0 89/6	1 02/0	..	0 96/4	..	0 91/0	..
24.....	1 14/6	1 01/6	0 99/6	0 95/2	1 04/0	0 90/6	0 99/4	..	0 91/0	..	0 90/0	..
25.....	1 16/2	1 03/4	1 01/4	0 97/0	1 05/0	..	1 00/0	..	0 95/0	..	0 91/0	..
26.....	1 15/7	1 03/4	1 01/4	0 97/0	1 05/2	0 90/4	..	0 85/4	..	0 80/4	..	0 75/4
27.....	1 17/0	1 02/6	0 99/6	0 91/6	1 05/5	0 96/2	1 00/5	0 95/0	0 95/0	..	0 91/0	..
28.....	1 17/2	1 03/2	1 02/6	0 99/2	1 04/4	0 96/6	0 99/1	0 94/4	0 94/4	..	0 90/4	..
29.....	1 10/6	1 07/2	1 04/6	1 01/2	1 04/6	1 00/2	1 00/2	0 95/2	0 95/2	..	0 91/2	..
30.....	1 16/0	1 05/0	1 02/4	0 99/0	1 03/5	0 97/0	0 98/5	0 93/5	0 93/5	0 89/5	0 89/7	..
December.	1 17/2	1 05/2	1 02/6	0 99/2	1 04/7	0 91/2	1 00/6	0 95/6	0 95/6	0 92/2	0 92/2	..
1.....	1 17/2	1 07/6	1 04/6	1 01/2	1 05/6	0 97/2	1 00/6	0 95/6	0 95/6	0 91/0	0 91/0	..
2.....	1 10/6	1 07/6	1 05/2	1 02/2	1 05/4	0 97/6	1 00/4	0 95/4	0 95/4	0 91/0	0 91/0	..
3.....	1 16/0	1 07/6	1 05/2	1 00/6	1 06/2	0 97/6	1 01/2	0 95/2	0 95/2	0 92/0	0 92/0	..
4.....	1 15/5	1 05/0	1 04/6	1 02/2	1 06/4	0 99/0	1 01/6	0 96/6	0 96/6	0 92/4	0 92/4	..
5.....	1 16/3	1 05/2	1 02/6	0 99/2	1 07/0	0 99/4	1 02/1	0 97/4	0 97/4	0 93/4	0 93/4	..
6.....	1 17/2	1 07/6	1 04/6	1 01/2	1 07/4	1 01/0	1 02/6	0 97/6	0 97/6	0 93/6	0 93/6	..
7.....	1 17/0	1 07/6	1 05/2	1 02/2	1 09/4	..	1 01/6	0 99/6	0 99/6	0 95/6	0 95/6	..
8.....	1 17/6	1 07/6	1 05/2	1 00/6	1 10/4	1 01/6	1 05/4	0 96/6	1 00/6	0 88/6	0 96/6	..
9.....	1 18/4	1 09/2	1 06/4	1 03/2	1 07/4	1 01/4	1 02/6	0 96/6	1 01/4	0 88/6	0 97/4	..
10.....	1 18/6	1 10/4	1 07/4	1 01/4	1 09/4	..	1 01/6	0 96/6	0 99/6	0 96/6	0 96/6	..
11.....	1 20/6	1 12/0	1 09/4	1 05/4	1 10/4	1 01/6	1 05/6	0 96/6	1 00/6	0 88/6	0 96/6	..
12.....	1 21/6	1 16/2	1 13/6	1 08/6	1 11/0	1 06/6	1 06/0	0 96/6	1 01/4	0 88/6	0 97/4	..
13.....	1 22/4	1 12/6	1 10/4	1 06/6	1 11/0	1 01/0	1 06/0	0 96/6	1 01/4	0 88/6	0 97/4	..
14.....	1 21/4	1 11/4	1 11/4	1 06/4	1 11/0	1 01/0	1 06/0	0 96/6	1 01/4	0 88/6	0 97/4	..
15.....	1 21/2	1 16/4	1 13/4	1 08/4	1 09/2	1 04/0	1 01/6	0 96/6	1 00/6	0 88/6	0 97/4	..



STATEMENT showing the Comparative Prices of Cash Wheat by Grade, at Winnipeg, on the Undermentioned Dates—Continued.

Date.	1 Northern.		2 Northern.		3 Northern.		No. 4.		No. 5.		No. 6.		Feed.	
	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915
December														
Con.														
26.....		1 15/4		1 12/4		1 08/4		1 04/4		0 95/4		0 85/4		0 75/4
27.....	1 00/4	1 13/2	1 17/4	1 10/2	1 13/0	1 05/6	1 08/6	1 02/4	1 04/2	0 93/2	0 99/4	0 83/2	0 95/4	0 73/2
28.....	1 22/0	1 13/4	1 19/0	1 11/0	1 14/4	1 06/0	1 10/2	1 02/4	1 06/0	0 93/4	1 01/0	0 83/4	0 97/0	0 73/4
29.....	1 22/0	1 15/4	1 19/0	1 13/0	1 14/4	1 08/0	1 10/4	1 04/0	1 06/0	0 95/4	1 01/0	0 85/4	0 97/0	0 75/4
30.....	1 22/4	1 15/0	1 19/4	1 12/0	1 15/0	1 06/0	1 11/0	1 04/0	1 06/4	0 95/0	1 01/4	0 85/0	0 97/4	0 75/0
January.														
1.....	1 26/6	1 13/0	1 23/6	1 10/4	1 19/2	1 05/4	1 15/2	1 02/0	1 11/0	0 93/0	1 06/0	0 83/0	1 02/0	0 73/0
2.....	1 29/0	1 15/6	1 26/0	1 13/4	1 22/0	1 08/4	1 18/0	1 05/0	1 13/4	0 96/0	1 09/0	0 86/0	1 04/0	0 76/0
3.....	1 27/4	1 16/0	1 24/6	1 13/4	1 20/6	1 09/6	1 16/6	1 06/2	1 12/2	0 97/6	1 08/0	0 87/6	1 04/0	0 77/6
4.....	1 29/2	1 14/6	1 26/4	1 12/2	1 22/6	1 08/4	1 18/4	1 05/0	1 14/2	0 97/4	1 09/6	0 87/4	1 05/6	0 77/4
5.....	1 32/6	1 16/0	1 29/6	1 13/0	1 25/6	1 09/4	1 22/0	1 06/0	1 17/6	0 98/0	1 12/6	0 88/0	1 08/6	0 78/0
6.....	1 32/0	1 15/2	1 29/0	1 12/4	1 25/2	1 09/2	1 21/2	1 05/2	1 17/0	1 97/6	1 12/0	0 87/6	1 08/0	0 77/6
7.....	1 29/2	1 17/4	1 26/2	1 15/0	1 22/4	1 11/4	1 19/0	1 07/6	1 15/0	1 00/4	1 10/0	0 90/4	1 05/4	0 80/4
8.....	1 32/5	1 19/1	1 29/5	1 16/3	1 26/3	1 13/4	1 22/3	1 09/4	1 18/0	1 01/5	1 13/5	0 91/5	1 09/0	0 81/5
9.....	1 34/2	1 19/2	1 31/2	1 16/6	1 28/0	1 13/4	1 24/0	1 09/2	1 20/0	1 01/6	1 15/0	0 91/6	1 11/0	0 81/6
10.....	1 35/6	1 19/3	1 32/6	1 16/5	1 29/6	1 14/4	1 25/4	1 09/3	1 21/4	1 02/1	1 16/4	0 92/1	1 12/0	0 82/1
11.....	1 39/0	1 20/3	1 36/0	1 17/5	1 33/0	1 14/7	1 29/0	1 10/3	1 25/0	1 02/7	1 20/4	0 92/7	1 15/4	0 82/7
12.....	1 28/0	1 21/6	1 35/0	1 19/2	1 32/2	1 16/6	1 28/0	1 12/0	1 23/6	1 05/0	1 19/6	0 95/0	1 15/6	0 85/0
13.....	1 38/6	1 25/4	1 36/2	1 22/6	1 33/6	1 20/6	1 30/0	1 15/6	1 26/0	1 08/6	1 22/0	0 98/6	1 18/0	0 88/6
14.....	1 36/6	1 24/4	1 34/0	1 21/6	1 31/4	1 19/4	1 27/6	1 14/4	1 23/6	1 07/4	1 19/2	0 97/4	1 15/2	0 87/4
15.....	1 37/6	1 24/1	1 35/0	1 21/5	1 32/6	1 19/3	1 29/0	1 14/7	1 25/0	1 07/7	1 21/0	0 98/3	1 17/0	0 88/3
16.....	1 38/0	1 26/4	1 35/4	1 24/0	1 33/2	1 21/6	1 29/2	1 17/2	1 25/6	1 10/2	1 21/2	1 00/2	1 17/2	0 90/2
17.....	1 38/2	1 27/0	1 35/4	1 24/1	1 33/4	1 22/4	1 29/4	1 17/6	1 25/6	1 10/6	1 21/6	1 03/2	1 17/6	0 90/2
18.....	1 38/6	1 27/5	1 36/0	1 24/1	1 34/0	1 22/4	1 30/0	1 18/7	1 26/4	1 11/7	1 22/4	1 04/7	1 18/4	0 98/7
19.....	1 39/4	1 29/6	1 37/0	1 25/1	1 35/2	1 23/1	1 30/4	1 18/7	1 26/4	1 11/7	1 23/0	1 07/6	1 19/0	1 01/6
20.....	1 40/3	1 29/1	1 38/4	1 26/5	1 36/0	1 24/5	1 31/4	1 21/2	1 28/0	1 14/2	1 24/0	1 07/1	1 20/0	1 01/1
21.....	1 42/0	1 29/6	1 40/6	1 27/2	1 38/0	1 25/2	1 33/0	1 21/2	1 28/2	1 14/0	1 24/2	1 08/2	1 20/2	1 01/6
22.....	1 44/0	1 28/5	1 42/6	1 25/7	1 40/4	1 23/7	1 35/4	1 19/3	1 31/4	1 12/3	1 28/0	1 06/3	1 23/4	0 99/6



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29.....	1 42/4	1 26/1	1 41/0	1 23/5	1 38/4	1 21/1	1 34/1	1 17/1	1 36/2	1 10/1	1 26/2	1 04/1	1 22/2	0 07/1
30.....	1 45/4	1 23/5	1 44/2	1 21/1	1 41/4	1 18/5	1 37/0	1 14/5	1 38/0	1 07/5	1 29/0	1 01/5		0 04/5
31.....														
February.														
1.....	1 49/6	1 26/5	1 48/4	1 24/1	1 46/0	1 21/5	1 41/4	1 17/5	1 37/2	1 10/5	1 32/6	1 04/5		0 07/5
2.....	1 53/6	1 25/0	1 52/6	1 22/4	1 49/6	1 20/0	1 45/4	1 16/0	1 41/4	1 09/0	1 37/0	1 03/0		0 06/0
3.....	1 50/6	1 25/5	1 49/6	1 23/1	1 46/6	1 20/5		1 16/5		1 09/5		1 03/5		0 06/5
4.....	1 53/0	1 27/5	1 52/0	1 25/1	1 48/6	1 22/5	1 44/4	1 18/5	1 40/2	1 11/1	1 36/2	1 05/1		0 08/1
5.....	1 55/4	1 27/2	1 51/4	1 24/6	1 51/2	1 22/2	1 46/6	1 18/2	1 41/6	1 10/6	1 37/6	1 04/6		0 07/6
6.....	1 55/7		1 54/3		1 51/1		1 46/3		1 41/7		1 37/7			
7.....		1 23/0		1 20/4		1 18/0		1 14/0		1 06/4		1 00/4		0 03/4
8.....	1 55/0	1 25/1	1 53/0	1 22/5	1 49/6	1 20/1	1 45/2	1 16/1	1 40/6	1 08/5	1 36/6	1 02/5	1 33/0	0 05/5
9.....	1 55/0	1 22/5	1 53/0	1 20/1	1 50/0	1 17/5	1 46/0	1 13/5	1 42/0	1 06/5	1 37/6	1 00/1	1 33/6	0 03/1
10.....	1 54/4	1 22/6	1 52/4	1 20/2	1 49/6	1 17/4	1 45/1	1 13/4	1 41/4	1 06/4	1 37/4	1 00/4	1 33/2	0 03/4
11.....	1 53/2	1 24/0	1 51/2	1 21/3	1 48/2	1 19/0	1 44/0	1 15/0	1 40/0	1 08/0	1 35/6	1 01/4	1 31/4	0 04/4
12.....	1 51/2	1 24/4	1 49/0	1 22/0	1 46/0	1 19/4	1 42/2	1 15/4	1 38/4	1 08/4	1 34/4	1 02/0		0 05/0
13.....	1 48/6		1 46/2		1 43/4		1 40/0		1 36/0		1 32/0			
14.....		1 23/2		1 21/0		1 18/0		1 14/0		1 07/0		1 00/4		0 03/4
15.....	1 52/4	1 24/1	1 50/2	1 21/7	1 47/2	1 19/7	1 43/6	1 14/7	1 39/6	1 07/7	1 35/6	1 01/3		0 05/3
16.....	1 56/0	1 25/7	1 54/2	1 23/5	1 51/0	1 20/5	1 46/6	1 16/5	1 42/4	1 09/7	1 38/0	1 03/7		0 06/7
17.....	1 55/2	1 25/3	1 53/2	1 23/1	1 50/0	1 20/1	1 45/6	1 16/1	1 41/2	1 09/1	1 37/2	1 03/1		0 06/1
18.....	1 56/0	1 26/2	1 54/1	1 24/0	1 50/4	1 21/2	1 46/2	1 17/2	1 42/2	1 09/6	1 38/2	1 03/6		0 06/6
19.....	1 56/6	1 24/6	1 55/0	1 22/4	1 51/2	1 19/6	1 47/0	1 15/6	1 42/6	1 08/6	1 38/6	1 02/6	1 33/6	
20.....	1 56/0		1 54/3		1 50/6		1 46/2		1 42/0		1 38/0		1 33/0	
21.....		1 22/2		1 19/6		1 17/2		1 13/4		1 06/0		1 00/0		0 04/0
22.....	1 53/0	1 18/7	1 51/0	1 16/5	1 47/2	1 14/1	1 43/0	1 10/3	1 39/0	1 02/7	1 35/0	0 06/0		0 09/7
23.....	1 52/2	1 20/0	1 50/4	1 17/4	1 46/6	1 15/0	1 42/4	1 11/2	1 38/0	1 03/6	1 35/0	0 07/6	1 29/0	0 01/6
24.....	1 53/2	1 14/7	1 51/4	1 12/3	1 47/6	1 09/7	1 43/6	1 06/1	1 39/2	0 08/5	1 31/2	0 02/5	1 31/0	0 06/5
25.....	1 52/2	1 16/6	1 50/2	1 14/0	1 46/6	1 11/6	1 42/4	1 08/0	1 37/6	1 00/2	1 34/6	0 04/2		0 08/2
26.....	1 48/6	1 11/0	1 46/4	1 08/2	1 43/4	1 06/0	1 39/0	1 02/2	1 34/4	0 04/3	1 30/4	0 08/4		0 08/2
27.....	1 52/4		1 50/6		1 47/2		1 43/0		1 38/6		1 34/6		1 29/6	
28.....		1 05/4		1 02/6		1 00/6								
29.....		1 09/6		1 07/0		1 05/0		1 01/2						
March.														
1.....	1 48/4	1 08/3	1 46/4	1 05/4	1 43/0	1 03/4	1 38/6	0 09/6	1 34/0	0 01/6	1 30/0		1 25/0	
2.....	1 42/6	1 08/3	1 40/6	1 05/5	1 37/4	1 03/5	1 33/2	1 00/1	1 29/0	0 01/5	1 25/0	0 04/5	1 20/0	
3.....	1 43/4	1 11/3	1 41/4	1 08/5	1 38/4	1 06/5	1 34/0	1 03/3	1 29/6	0 04/5	1 25/6	0 07/5	1 20/6	
4.....	1 40/1	1 10/5	1 38/1	1 07/6	1 35/1	1 05/6	1 31/0	1 02/6	1 26/4	0 03/6	1 22/4	0 06/6	1 17/4	
5.....	1 36/2		1 34/2		1 31/6		1 27/2		1 22/6		1 18/6		1 13/6	
6.....	1 40/0	1 13/1	1 38/0	1 10/3	1 35/2	1 08/3	1 30/6	1 05/1	1 26/2	0 06/1	1 22/2	0 09/1	1 17/2	
7.....		1 11/0		1 08/2		1 06/2		1 03/2		0 04/0		0 07/0		
8.....	1 44/6	1 08/5	1 43/0	1 05/7	1 40/2	1 03/5	1 35/4	1 00/5	1 31/0	0 01/3	1 27/0	0 04/3	1 22/0	
9.....	1 50/0	1 09/2	1 48/4	1 06/4	1 45/6	1 04/2	1 40/6	1 01/4	1 36/0	0 02/0	1 32/0	0 05/0	1 27/0	
10.....	1 47/6	1 10/5	1 46/4	1 07/7	1 43/6	1 05/7	1 38/2	1 02/7	1 33/6	0 03/3	1 29/6	0 06/3	1 24/6	
11.....	1 48/6	1 08/6	1 47/4	1 06/0	1 44/6	1 04/0	1 39/5	1 01/0	1 35/6	0 01/4	1 31/6	0 04/4	1 26/6	
12.....	1 50/6		1 49/6		1 46/6		1 41/4		1 37/4		1 33/4		1 29/0	
13.....	1 51/0	1 07/5	1 50/0	1 04/6	1 47/2	1 02/6	1 41/6	0 09/6	1 38/0	0 06/2	1 34/0	0 03/6	1 29/0	
14.....		1 07/6		1 05/0		1 02/7		0 09/7		0 00/3		0 03/3		0 78/3



STATEMENT showing the Comparative Prices of Cash Wheat by Grade, at Winnipeg, on the Undermentioned Dates—Continued.

Date.	1 Northern.		2 Northern.		3 Northern.		No. 4.		No. 5.		No. 6.		Feed.	
	1 Northern.		2 Northern.		3 Northern.		No. 4.		No. 5.		No. 6.		Feed.	
	1915	1916	1915	1916	1915	1916	1915	1916	1915	1916	1915	1916	1915	1916
March—Con.														
15	\$ 54/0	\$ 08/4	\$ 53/0	\$ 05/1	\$ 50/0	\$ 03/4	\$ 44/6	\$ 00/4	\$ 41/6	\$ 91/4	\$ 37/0	\$ 84/4	\$ 079/4	
16	53/2	09/6	52/2	06/6	49/6	04/6	44/0	01/6	40/0	92/6	36/0	85/6	080/6	
17	51/2	06/7	50/2	03/7	47/4	01/7	42/0	08/7	37/6	89/7	33/6	81/7	076/7	
18	53/0	06/0	52/2	03/0	49/0	01/0	43/1	08/0	39/2	89/0	35/2	81/0	076/0	
19	52/2		51/6		48/4		42/6		38/4		34/4			
20	52/0	08/6	51/4	05/6	48/4	03/6	42/4	00/6	38/6	91/6	34/6			
21		08/2		05/4		03/2		00/0		91/0				
22		08/0	48/2	05/2	45/2	02/6	39/2	09/6	34/6	90/4	30/6	83/0		077/4
23	51/4	07/7	50/2	05/1	47/2	02/3	42/2	09/5	37/2	90/3	33/2	82/3		077/3
24	51/2	07/4	50/0	05/0	47/0	02/2	42/0	09/4	37/0	90/2	33/0	82/2		076/2
25	50/0	07/4	49/0	05/0	46/2	02/2	41/2	09/6	36/2	90/2	32/2	82/2		077/2
26	46/6		45/6		43/0		38/0		33/0		29/0			
27	45/7	09/0	45/0	06/3	42/1	03/4	37/1	00/6	32/1	91/4	28/1	83/4		078/4
28		11/1		08/5		05/7		03/1		94/1		85/5		080/5
29	47/4	10/5	46/6	08/2	44/0	05/5	38/6	02/7	34/6	93/7	29/6	85/5		080/3
30	50/2	12/2	49/4	09/6	46/6	06/7	41/6	04/3	38/0	95/3	33/4	89/3		084/3
31	49/1	12/4	48/6	10/0	46/0	07/1	41/0	04/5	37/2	95/5	32/6	87/5		082/5
April.														
1.	49/6	14/7	49/0	12/4	46/2	09/5	41/2	07/1	37/4	98/1	33/0	90/1	128/0	085/1
2.														
3	50/7	19/0	50/1	16/6	47/4	13/0	42/4	11/0	38/4	102/2	34/4	94/2	129/0	089/2
4		18/2		16/0		12/4		10/2		101/6		93/6		088/6
5	52/2	16/3	51/5	14/2	48/6	10/4	43/6	08/2	28/6	09/6	35/6	91/6		086/6
6	52/1	15/7	51/5	13/6	48/4	10/0	44/0	07/6	40/0	09/2	36/0	91/2		086/2
7	50/4	15/0	50/0	12/7	46/7	09/1	41/7	06/7	38/3	08/3	34/3	90/3	128/5	085/3
8	49/2	12/7	48/4	10/6	45/3	07/0	40/5	04/6	37/3	06/2	33/3	88/2		083/2
9	51/0		50/1		47/2		42/2		39/0		35/0			
10	50/7	13/7	50/0	12/0	47/1	08/2	42/1	05/6	38/7	97/2	34/7	89/2		084/2
11		15/5		13/7		09/7		07/1		95/5		90/5		085/5
12	52/0	16/4	51/1	14/6	48/2	10/6	43/2	07/6	40/0	99/2	36/0	91/2		086/2
13	52/4	14/0	51/4	12/2	48/4	08/2	43/4	05/2	40/2	96/6	36/2	88/6		083/6
14	55/5	13/6	54/5	11/6	51/7	07/6	46/5	05/0	43/7	96/2	39/7	88/2		083/2
15	56/4	14/0	55/4	12/2	52/6	08/2	47/6	05/6	44/6	96/6	40/6	88/6		084/0
16	57/7		56/7		54/1		49/1		46/1		42/1			
17	58/0	13/3	57/2	11/5	54/6	07/5	49/6	05/1	46/4	96/3	42/4	88/3		083/3



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18...	1 60/5	1 14/3	1 59/4	1 12/5	1 57/2	1 08/5	1 51/6	1 06 1	1 49/0	0 97/3	1 45/0	0 89 3	0 84/3
19...	1 57/7	1 13/5	1 59/4	1 11/7	1 54/6	1 07/7	1 50/0	1 05/7	1 46/4	0 96/5	1 42/4	0 88/5	0 83/5
20...	1 58/3	1 13/0	1 57/0	1 13/0	1 54/4	1 09/0	1 52/5	1 06 7	1 46/4	0 97/5	1 42/4	0 89/5	0 84/5
21...	1 58/3	1 13/6	1 57/0	1 12/0	1 54/4	1 08/0	1 52/5	1 05 6	1 46/4	0 96/6	1 42/4	0 88/6	0 83/2
22...	1 61/2	1 13/3	1 59/5	1 11/1	1 57/3	1 07/3	1 55/2	1 05 5	1 48/5	0 97/1	1 44/5	0 89/1	0 81/1
23...	1 63/7	1 15/0	1 62/2	1 12/0	1 60/0	1 08/7	1 55/2	1 06/4	1 48/5	0 99/0	1 44/5	0 91/0	0 85/0
24...	1 63/5	1 15/6	1 61/6	1 13/2	1 59/4	1 09/2	1 59/2	1 07/2	1 48/5	0 99/6	1 44/5	0 91/2	0 85/2
25...	1 61/2	1 15/5	1 59/1	1 12/7	1 56/4	1 08/7	1 56/4	1 06/5	1 48/5	0 98/3	1 44/5	0 91/7	0 85/7
26...	1 63/2	1 16/2	1 61/2	1 13/3	1 58/6	1 09/2	1 58/6	1 06/2	1 48/5	0 99/2	1 44/5	0 92/2	0 87/2
27...	1 63/0	1 17/3	1 60/7	1 14/5	1 58/5	1 10/5	1 58/5	1 08/1	1 48/5	1 00/5	1 44/5	0 93/5	0 87/2
28...	1 62/1	1 17/3	1 60/0	1 14/5	1 57/6	1 52/2	1 52/2	1 47/2	1 47/2	1 43/2	1 43/2	0 93/5	0 87/2
29...	1 63/0	1 17/3	1 60/7	1 14/5	1 58/5	1 10/5	1 58/5	1 08/1	1 48/5	1 00/5	1 44/5	0 93/5	0 87/2
30...	1 62/1	1 17/3	1 60/0	1 14/5	1 57/6	1 52/2	1 52/2	1 47/2	1 47/2	1 43/2	1 43/2	0 93/5	0 87/2
31...	1 62/1	1 17/3	1 60/0	1 14/5	1 57/6	1 52/2	1 52/2	1 47/2	1 47/2	1 43/2	1 43/2	0 93/5	0 87/2
May	1 63/0	1 19/3	1 60/6	1 17/3	1 58/4	1 13/1	1 53/2	1 10/0	1 48/0	1 02/0	1 43/4	0 95/4	0 89/1
1...	1 17/7	1 15/5	1 11/1	1 15/5	1 11/1	1 11/1	1 11/1	1 08 5	1 40/6	1 00/5	1 35/6	0 93/5	0 86 5
2...	1 18/2	1 15/7	1 11/3	1 15/7	1 11/3	1 11/3	1 11/3	1 08 7	1 40/6	1 00/7	1 35/6	0 95/5	0 90 1
3...	1 17/0	1 14/4	1 61/6	1 14/4	1 59/2	1 10/0	1 59/2	1 06/4	1 49/0	0 98/4	1 44/6	0 91/4	0 89 5
4...	1 16/4	1 14/0	1 62/0	1 14/0	1 56/0	1 09/4	1 56/0	1 06 0	1 49/0	0 98 0	1 44/6	0 91 1	0 89 5
5...	1 18/1	1 15/7	1 60/3	1 15/7	1 57/2	1 11/5	1 57/2	1 07 7	1 40/6	0 99/7	1 35/6	0 92 7	0 91 1
6...	1 18/1	1 15/7	1 60/3	1 15/7	1 57/2	1 11/5	1 57/2	1 07 7	1 40/6	0 99/7	1 35/6	0 92 7	0 91 1
7...	1 18/1	1 15/7	1 60/3	1 15/7	1 57/2	1 11/5	1 57/2	1 07 7	1 40/6	0 99/7	1 35/6	0 92 7	0 91 1
8...	1 18/1	1 15/7	1 60/3	1 15/7	1 57/2	1 11/5	1 57/2	1 07 7	1 40/6	0 99/7	1 35/6	0 92 7	0 91 1
9...	1 18/7	1 16/5	1 55/4	1 18/4	1 52/0	1 12/3	1 45/4	1 08/5	1 40/6	1 00 5	1 35/6	0 93 5	0 86 5
10...	1 20/7	1 18/4	1 55/4	1 18/4	1 52/0	1 14/2	1 45/4	1 10/1	1 40/6	1 02/1	1 35/0	0 95/5	0 90 1
11...	1 20/1	1 18/0	1 59/4	1 18/0	1 56/0	1 14/2	1 51/2	1 09/5	1 45/2	1 02/5	1 40/2	0 95/5	0 89 5
12...	1 19/3	1 17/2	1 58/0	1 17/2	1 54/4	1 13/3	1 50/0	1 09/1	1 45/0	1 02/1	1 40/0	0 95/1	0 89 5
13...	1 19/7	1 17/7	1 57/2	1 17/7	1 54/0	1 14/0	1 50/2	1 09/5	1 44/2	1 02/7	1 39/2	0 95/5	0 91 1
14...	1 19/3	1 17/4	1 55/1	1 17/4	1 52/1	1 13/6	1 48/1	1 09/2	1 42/5	1 02/4	1 37/5	0 95/2	0 90/6
15...	1 19/1	1 17/6	1 56/1	1 17/6	1 53/1	1 14/1	1 49/1	1 09/4	1 43/4	1 02/6	1 38/4	0 95 6	0 91/0
16...	1 18/3	1 16/7	1 57/4	1 16/7	1 55/0	1 13/1	1 50/4	1 08/3	1 45/0	1 01/5	1 40/0	0 95/3	0 89 7
17...	1 15/6	1 14/4	1 55/4	1 14/4	1 52/4	1 10/4	1 48/4	1 05/7	1 43/6	0 99/2	1 39/6	0 92/6	0 87/6
18...	1 15/4	1 14/2	1 55/6	1 14/2	1 52/6	1 10/2	1 48/6	1 05/5	1 43/6	0 99/0	1 39/6	0 92 4	0 87 4
19...	1 15/0	1 13/4	1 55/7	1 13/4	1 53/3	1 09/6	1 49/3	1 04/4	1 43/7	0 98/4	1 39/7	0 92 0	0 87/0
20...	1 13/0	1 11/4	1 55/7	1 11/4	1 53/1	1 07/6	1 49/1	1 02/4	1 43/7	0 96/4	1 39/7	0 90/1	0 85 0
21...	1 13/5	1 12/2	1 55/0	1 12/2	1 52/4	1 08/5	1 48/4	1 03/1	1 43/0	0 97/1	1 39/0	0 91/5	0 85 5
22...	1 15/6	1 14/4	1 15/0	1 14/4	1 52/4	1 10/2	1 48/4	1 03/6	1 43/0	0 99/0	1 39/0	0 93/4	0 87 1
23...	1 16/4	1 15/3	1 52/3	1 15/3	1 49/5	1 10/1	1 45/7	1 05/1	1 39/7	0 99/7	1 34/7	0 94 3	0 88 3
24...	1 14/0	1 12/6	1 50/5	1 12/6	1 47/5	1 07/6	1 41/3	1 03/2	1 37/5	0 97 1	1 33/5	0 92/0	0 86/0
25...	1 12/6	1 11/1	1 46/2	1 11/1	1 45/3	1 06/6	1 38/6	1 02/0	1 31/6	0 96/0	1 29/3	0 90/4	0 84/4
26...	1 13/1	1 11/3	1 46/2	1 11/3	1 42/6	1 06/3	1 38/6	1 01/1	1 31/6	0 95/5	1 26/0	0 90/1	0 84/1
27...	1 11/6	1 11/0	1 41/2	1 11/0	1 37/6	1 06/2	1 33/6	1 00/6	1 28/2	0 95/4	1 23/2	0 90/0	0 84 0
28...	1 10/5	1 09/7	1 41/2	1 09/7	1 37/6	1 05/3	1 33/6	1 00/1	1 28/2	0 94/5	1 23/2	0 89/1	0 83/1
29...	1 09/2	1 08/4	1 41/2	1 08/4	1 37/6	1 04/4	1 33/6	0 99/4	1 28/2	0 93/4	1 23/2	0 88/0	0 82/0
30...	1 09/2	1 08/4	1 41/2	1 08/4	1 37/6	1 04/4	1 33/6	0 99/4	1 28/2	0 93/4	1 23/2	0 88/0	0 82/0
June.	1 10/5	1 09/7	1 41/2	1 09/7	1 37/6	1 05/3	1 33/6	1 00/1	1 28/2	0 94/5	1 23/2	0 89/1	0 83/1
1...	1 09/2	1 08/4	1 41/2	1 08/4	1 37/6	1 04/4	1 33/6	0 99/4	1 28/2	0 93/4	1 23/2	0 88/0	0 82/0
2...	1 09/2	1 08/4	1 41/2	1 08/4	1 37/6	1 04/4	1 33/6	0 99/4	1 28/2	0 93/4	1 23/2	0 88/0	0 82/0



STATEMENT showing the Comparative Prices of Cash Wheat by Grade, at Winnipeg, on the Undermentioned Dates—Continued.

Date.	1 Northern.		2 Northern.		3 Northern.		No. 4.		No. 5.		No. 6.		Feed.	
	1915	1916	1915	1916	1915	1916	1915	1916	1915	1916	1915	1916	1915	1916
June—Con.														
3.....														
4.....														
5.....		1 09/3		1 08/4		1 04/4		0 99/6		0 93/4		0 88/6		0 82/2
6.....		1 10/6		1 09/7		1 05/7		1 01/7		0 94/7		0 90/3		0 84/3
7.....		1 10/2		1 09/4		1 05/2		1 00/4		0 94/2		0 89/6		0 83/6
8.....		1 11/1		1 10/4		1 06/0		1 01/2		0 94/6		0 90/6		0 84/6
9.....		1 13/5		1 13/0		1 08/4		1 03/6		0 97/2		0 93/6		0 87/6
10.....		1 10/6		1 10/0		1 05/4		1 00/2		0 91/2		0 90/6		0 84/6
11.....														
12.....		1 09/3		1 08/5		1 04/1		0 98/7		0 92/3		0 89/3		0 83/3
13.....		1 10/5		1 09/7		1 05/3		1 00/3		0 93/5		0 90/5		0 84/5
14.....		1 09/7		1 08/7		1 04/3		0 99/3		0 93/1		0 89/3		0 83/3
15.....		1 10/6		1 09/6		1 05/4		1 00/4		0 94/2		0 90/2		0 84/2
16.....		1 10/1		1 08/7		1 04/7		0 99/7		0 96/3		0 89/7		0 86/7
17.....		1 09/1		1 08/1		1 03/7		0 98/5		0 91/7		0 88/7		0 82/7
18.....														
19.....		1 10/6		1 09/4		1 05/4		1 00/2		0 93/4		0 90/4		0 84/4
20.....		1 11/2		1 10/1		1 06/0		1 00/6		0 94/2		0 91/2		0 85/2
21.....		1 11/1		1 09/5		1 05/5		1 00/3		0 94/3		0 90/7		0 84/7
22.....		1 10/7		1 09/3		1 05/2		1 00/0		0 93/6		0 90/6		0 84/6
23.....		1 10/0		1 08/3		1 04/4		0 99/1		0 92/7		0 89/7		0 83/7
24.....		1 10/5		1 09/0		1 05/2		0 99/6		0 91/0		0 90/4		0 84/4
25.....														
26.....		1 10/7		1 09/1		1 05/3		0 99/7		0 94/1		0 90/5		0 85/5
27.....		1 11/3		1 09/5		1 05/7		1 00/4		0 94/5		0 91/1		0 86/1
28.....		1 10/7		1 09/0		1 05/3		1 00/0		0 94/1		0 90/5		0 85/5
29.....		1 11/2		1 09/3		1 05/7		1 00/3		0 94/4		0 91/0		0 86/0
30.....		1 11/7		1 10/0		1 06/4		1 01/0		0 95/1		0 91/5		0 86/5
31.....														
July.														
1.....	1 32/6				1 25/6									
2.....	1 31/2		1 29/6		1 24/2									
3.....		1 13/6		1 11/7		1 08/3		1 02/7		0 96/7		0 93/3		0 88/3
4.....		1 13/3		1 11/6		1 08/2		1 02/4		0 96/4		0 93/0		0 88/0
5.....	1 28/4	1 12/4	1 25/4	1 10/6	1 21/0	1 07/4	1 17 0	1 01 6		0 95/6		0 92/2		0 87/2



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6.	1 29/0	1 12/0	1 26/0	1 10/3	1 21/0	1 07/1		1 01/4	0 95/3	0 91/7	0 85/7
7.	1 30/1	1 13/1	1 27/2	1 11/5	1 22/0	1 08/2		1 02/5	0 96/4	0 93/0	0 87/0
8.	1 34/0	1 14/6	1 31/4	1 13/2	1 26/0	1 10/0		1 04/3	0 98/2	0 94/6	0 89/6
9.	1 37/4	1 15/0	1 35/0	1 13/2	1 30/0	1 10/2		1 04/5	0 98/4	0 95/0	0 91/0
10.	1 34/2	1 14/3	1 31/6	1 12/5	1 26/2	1 09/5		1 04/0	0 97/7	0 94/3	0 90/3
11.	1 35/3	1 16/4	1 32/7	1 14/6	1 27/7	1 11/6		1 06/1	1 00/1	0 96/4	0 92/4
12.	1 36/6	1 17/1	1 33/6	1 15/1	1 28/6	1 12/3		1 05/6	1 00/5	0 97/1	0 93/1
13.	1 37/7	1 15/4	1 34/7	1 13/4	1 30/1	1 10/4		1 05/1	0 99/0	0 95/4	0 91/4
14.	1 38/4	1 17/0	1 35/5	1 15/0	1 30/6	1 12/0		1 06/5	1 00/1	0 97/0	0 93/0
15.	1 38/4	1 16/4	1 35/5	1 14/4	1 30/7	1 11/4		1 05/4	1 00/2	0 96/4	0 92/4
16.	1 39/4	1 15/6	1 36/5	1 13/6	1 31/7	1 10/4		1 05/0	0 99/1	0 96/4	0 92/4
17.		1 15/0		1 13/6		1 10/2	1 25/0	1 05/0	0 99/0	0 96/4	0 92/4
18.	1 40/0	1 18/0	1 37/0	1 16/0	1 32/6	1 12/6		1 07/4	1 01/4	0 96/4	0 92/4
19.	1 37/0	1 17/6	1 33/0	1 15/6	1 28/1	1 11/7		1 06/7	1 00/7	0 96/4	0 92/4
20.	1 34/4	1 19/4	1 31/4	1 17/4	1 26/4	1 13/4		1 09/2	1 03/0	0 96/4	0 92/4
21.	1 36/4	1 22/0	1 33/4	1 19/4	1 28/6	1 15/0		1 11/6	1 05/4	0 96/4	0 92/4
22.	1 37/0	1 20/4	1 36/2	1 18/0	1 31/4	1 13/4		1 10/2	1 05/1	0 96/4	0 92/4
23.	1 39/2	1 21/1	1 34/0	1 18/7	1 29/2	1 14/7		1 10/7	1 05/4	0 96/4	0 92/4
24.	1 37/0	1 25/6	1 33/4	1 23/4	1 28/6	1 19/4		1 15/4	1 05/4	1 01/6	0 92/4
25.	1 36/4	1 26/4	1 32/6	1 24/2	1 24/6	1 20/0		1 16/4	1 05/4	1 01/6	0 92/4
26.	1 32/6	1 25/3	1 29/6	1 22/3	1 19/4	1 17/3		1 16/4	1 05/4	1 01/6	0 92/4
27.	1 27/4	1 25/2	1 24/4	1 22/2	1 19/4	1 18/4	1 08/0	1 14/6	1 09/2	1 01/6	0 92/4
28.	1 27/4	1 24/0	1 24/0	1 22/0	1 19/0	1 18/4		1 17/6	1 11/6	1 04/2	0 97/2
29.	1 27/0	1 23/4	1 23/0	1 21/0	1 21/0	1 26/3	1 11/0	1 23/2	1 17/4	1 10/0	1 03/0
30.	1 28/4	1 33/4	1 25/4	1 31/2	1 21/0	1 27/2	1 12/0	1 23/4	1 17/4	1 08/4	1 02/4
31.	1 32/0	1 34/0	1 26/0	1 31/6	1 21/0	1 27/2	1 14/0	1 28/4	1 22/0	1 13/0	1 07/4
August.	1 32/0	1 38/7	1 30/0	1 36/7	1 25/0	1 32/3	1 16/0	1 28/5	1 22/5	1 13/0	1 07/4
1.	1 32/0	1 37/6	1 30/0	1 35/6	1 26/0	1 31/2	1 18/0	1 27/4	1 21/4	1 13/0	1 07/4
2.	1 32/4	1 39/1	1 30/4	1 36/7	1 27/0	1 32/3	1 18/0	1 28/5	1 22/5	1 13/0	1 07/4
3.		1 51/2		1 49/0		1 44/4		1 40/6	1 34/6	1 13/0	1 07/4
4.	1 32/4	1 51/4	1 31/0	1 49/2	1 28/0	1 44/6	1 18/0	1 41/0	1 35/0	1 13/0	1 07/4
5.	1 32/6	1 52/1	1 31/2	1 49/7	1 28/4	1 45/1	1 18/4	1 41/3	1 35/3	1 23/6	1 18/3
6.	1 34/0	1 51/6	1 32/0	1 49/3	1 28/4	1 44/4	1 18/2	1 41/3	1 34/6	1 22/6	1 17/6
7.			1 32/4				1 88/4				
8.		1 45/4	1 29/0	1 43/2	1 26/4	1 38/0	1 15/0	1 41/5	1 28/2	1 16/2	1 11/2
9.		1 48/6		1 46/4		1 41/0		1 34/2	1 31/2	1 19/2	1 14/2
10.		1 46/6	1 25/0	1 44/4	1 25/0	1 38/6	1 15/0	1 31/6	1 27/6	1 16/6	1 11/6
11.		1 44/4	1 08/6	1 42/2	1 06/6	1 37/0		1 29/6	1 25/2	1 14/2	1 09/2
12.	1 08/2	1 50/2	1 06/2	1 48/2		1 42/6		1 35/4	1 31/6	1 19/6	1 14/6
13.	1 06/4	1 55/2	1 04/4	1 52/6		1 48/0		1 41/2	1 36/2	1 23/6	1 18/6
14.	1 03/0	1 60/6	1 01/0			1 55/4		1 47/2	1 41/2	1 29/2	1 24/2
15.	1 00/5	1 58/0	0 98/5	1 56/0		1 52/4		1 45/0	1 39/4	1 27/0	1 22/0



STATEMENT showing the Comparative Prices of Cash Wheat by Grade, at Winnipeg, on the Undermentioned Dates—*Continued.*

Date.	1 Northern.		2 Northern.		3 Northern.		No. 4.		No. 5.		No. 6.		Feed.	
	1915	1916	1915	1916	1915	1916	1915	1916	1915	1916	1915	1916	1915	1916
23.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
24.	0 99 2	1 58/4	0 97/2	1 56 2	1 52 6	1 45 0	1 39 6	1 29 6	1 21 6	1 21 6	1 21 3	1 25 6	1 23 6	1 15 6
25.	0 98 0	1 57/5	0 96/0	1 55 3	1 51 3	1 44 3	1 38 7	1 28 7	1 21 3	1 21 3	1 25 6	1 23 6	1 15 6	1 19 7
26.	1 00 0	1 61/3	0 98/0	1 59 2	1 55 2	1 48 2	1 42 6	1 32 6	1 25 6	1 25 6	1 25 6	1 23 6	1 17 4	1 19 7
27.	0 99/3	1 59/7	0 97/3	1 57 6	1 53 4	1 46 6	1 41 2	1 31 2	1 23 6	1 23 6	1 23 6	1 23 6	1 17 4	1 19 7
28.	0 96/4		0 94/4											
29.	0 96/6	1 50/6	0 94/6	1 57 6	1 53 4	1 37 6	1 32 6	1 22 6	1 15 6	1 15 6	1 15 6	1 15 6	1 15 6	1 15 6
30.	0 94 2	1 54 3	0 92/2	1 57 6	1 48 3	1 41 7	1 36 7	1 26 7	1 19 7	1 19 7	1 19 7	1 19 7	1 19 7	1 19 7
31.	0 94 4	1 52 6	0 92 4	1 50 0	1 46 0	1 39 4	1 34 4	1 24 4	1 17 4	1 17 4	1 17 4	1 17 4	1 17 4	1 17 4



## SESSIONAL PAPER No. 10d

The following table exhibits the monthly range of No. 1 Northern cash wheat in store at Fort William for the undermentioned crop years:—

Months.	1915-16	1914-15	1913-14	1912-13	1911-12.	1910-11	1909-10.	1908-09.	1907-08.
	\$ cts	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
September...	0 88 4 0 97 4	1 06 1 20/2	0 82/2 0 89/6	0 88 1 05 6	0 98/2 1 02	0 97/6 1 06/2	0 94 3 1 01/4	0 96/6 1 05	0 97/5 1 05/7
October.....	0 88 6 1 04 0	1 04/1 1 17/6	0 78 0 82/5	0 88 0 93/4	0 98 1 02	0 91/6 1 00/2	0 94/4 0 99/5	0 97 1 00	1 03/5 1 15/2
November....	0 99 4 1 06	1 14/6 1 21/1	0 80/5 0 85/4	0 78/4 0 87/4	0 94/6 0 99/4	0 88/4 0 95/2	0 95/4 1 00	0 99 1 03/3	0 94/2 1 05/7
December.....	1 02/6 1 16/4	1 15/5 1 22/4	0 81/5 0 84/4	0 78/4 0 82/5	0 93 0 96/2	0 89/4 0 91/2	0 95 1 02/6	0 97 1 00/2	1 00 1 06/7
January.....	1 13 1 29/6	1 26 6 1 45/4	0 83/4 0 86/5	0 81/4 0 84/2	0 93/4 0 97	0 92 0 95/6	1 01/6 1 05	0 98/2 1 00/4	1 04 1 09/6
February.....	1 05/4 1 27 5	1 48/6 1 56/6	0 86/1 0 91/4	0 83 0 85/6	0 96 0 98/4	0 88 0 93	1 01/4 1 03/6	1 00/4 1 12/3	1 03 1 10 4
March.	1 06 1 13 1	1 36/2 1 54	0 88/5 0 91/1	0 84/4 0 86/4	0 97/6 0 99/6	0 88/2 0 91/2	1 02/4 1 05 5	1 07 1 13/6	1 06/2 1 11/4
April...	1 12/7 1 19	1 49/2 1 63/7	0 88/6 0 91/7	0 87/5 0 93/6	0 99/6 1 05	0 87 0 94/2	0 98/4 1 05/6	1 14/6 1 25/2	1 01 1 11 2
May..	1 11/6 1 20/7	1 44/2 1 64/4	0 90/3 0 96/5	0 91/3 0 95	1 02/6 1 05 2	0 93/4 0 96/2	0 88/4 1 00/1	1 20/7 1 28/3	1 10/3 1 14/2
June.....	1 09/1 1 13/5	1 18/2 1 41	0 88/6 0 96	0 93/6 0 99/4	1 03/4 1 09/2	0 95/2 0 99/2	0 87/4 1 01/5	1 26 1 35/7	1 00 1 10
July.....	1 12 1 26/4	1 27 1 40	0 88 0 99/1	0 95 0 99	1 05 4 1 09/4	0 95 2 0 97/2	1 00/7 1 17/4	1 22 1 33/6	1 00/7 1 07
August	1 28/2 1 61/3	0 94/2 1 34	0 97/7 1 16/7	0 87/2 0 98	1 04/4 1 07	0 96 1 01/5	1 03/6 1 11/2	0 98 1 16	1 00 1 11/6
Year.....	0 88/4 1 61/3	0 94/2 1 64/4	0 78 1 16/7	0 78/4 1 05/6	0 93 1 09/4	0 87 1 06/2	0 87 4 1 17/4	0 95/6 1 35/7	0 94/2 1 15/2

The following table exhibits the yearly range of No. 1 Northern cash wheat in store at Fort William for the undermentioned crop years:—

Crop year.	Months of Lowest Prices.	Yearly Range of Prices.	Months of Highest Prices.
		\$ cts. \$ cts.	
1915-1916...	Sept., 1915	0 88/4 1 61/3	Aug., 1916
1914-1915.....	August 1915	0 94/2 1 64/4	May, 1915
1913-1914...	Oct., 1913	0 78 1 16/7	Aug., 1914
1912-1913...	Nov. & Dec. 1912	0 78/4 1 05/6	Sept., 1912
1911-1912.....	Dec., 1911	0 93 1 09/4	July, 1912
1910-1911...	April, 1911	0 87 1 06/2	Sept. 1910
1909-1910.....	June, 1910	0 87/4 1 17/4	July, 1910
1908-1909...	Sept., 1908	0 96/6 1 35/7	June, 1909
1907-1908.....	Nov., 1907	0 94/2 1 15/2	Oct., 1907







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Omaha, Cash close																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Prices of Grain at Terminal Points in North America Every Saturday *Continued.*

Market and Grade.	JANUARY, 1916.				FEBRUARY, 1916.			
	8	15	22	29	5	11	19	26
Winnipeg, Cash close—								
1 Nor. Wheat.....	1 16/4	1 21	1 27/4	1 26/4	1 27/6	1 24/4	1 25 2	1 11 4
2 “.....	1 13/4	1 18/4	1 25	1 24	1 25/2	1 21/7	1 23	1 08 6
3 “.....	1 10/4	1 15/4	1 23	1 21/6	1 22/6	1 19/4	1 20/2	1 06 4
2 C.W. Oats.....	0 43	0 45/2	0 47/2	0 46/4	0 44/4	0 44/2	0 44/1	0 40 2
3 “.....	0 41	0 43/2	0 45/2	0 44/4	0 41/6	0 41/6	0 41/7	0 38 2
Barley.....	0 58 - 0	63 60-65	0 66 - 0 70	0 66 - 0 70	0 64 - 0 69	0 64 - 0 70/4	0 65 - 0 69	0 58 4-0 63 4
1 N.W.C. Flax.....	2 04	2 17/4	2 13/4	2 10/4	2 09	2 09	2 10	2 03 4
Minneapolis, Cash close—								
1 Nor. Wheat.....	1 22/6-1 24/2	1 26/5-1 29/1	1 32/7-1 34/7	1 33/7-1 36/3	1 31/7-1 34/7	1 27/7-1 31/7	1 27 - 1 30 4	1 11 5-1 14 1
2 “.....	1 18/2-1 21/2	1 23/1-1 26/1	1 28/3-1 32/3	1 29/3-1 33/3	1 27/7-1 31/7	1 23/7-1 28/7	1 23 - 1 28	1 08 1-1 12 1
3 Spring.....	1 11/21 17/2	1 17/1-1 22/1	1 23/3-1 28/3	1 24/3-1 30/3	1 22/1-1 28/1	1 18/7-1 24/7	1 18 - 1 24	1 02 1-1 08 1
3 White Oats.....	0 43 - 0 43/4	0 45/2- 0 45/6	0 49/2- 0 49/6	0 49/2- 0 49/6	0 46/2- 0 46/6	0 45 - 0 45 4	0 44/2- 0 44/6	0 40 6- 0 41 4
4 “.....	0 41/4- 0 42/4	0 43/6- 0 44/6	0 47/6- 0 48/6	0 47/6- 0 48/6	0 44/6- 0 45/6	0 43/4- 0 44/4	0 42/6- 0 43/6	0 39/2- 0 40 2
Barley.....	0 66 - 0 72	0 67 - 0 73/4	0 68 - 0 74/4	0 70 - 0 75/4	0 68 - 0 74/4	0 66 - 0 73/4	0 65 - 0 70 4	0 60 - 0 65 4
Flax.....	2 23 6-2 26/6	2 38 - 2 41	2 30 - 2 34	2 29 - 2 33	2 30 - 2 34	2 31 - 2 35	2 34 - 2 38	2 26 - 2 30 6
Duluth, Cash close—								
1 Nor. Wheat.....	1 22 6	1 26 3	1 32 1	1 32 5	1 31 2	1 27/2	1 28 6-1 31 6	1 12 - 1 14
2 “.....	1 18/6-1 19/6	1 23 3	1 29 1	1 29 5	1 28 2	1 24 2-1 25 2	1 23 6-1 28 6	1 09 - 1 11
3 Spring.....	1 12/6-1 16/6	1 16/3-1 20 3	1 22 1-1 26 1	1 22 5-1 24 5	1 21 2-1 25 2	1 17/2-1 22/2	1 19 6-1 24 6	1 02 - 1 06
3 White Oats.....	0 43 3	0 45 6	0 48/4	0 48 5	0 46 2	0 45/4	0 45 2	0 40 5
Barley.....	0 65 - 0 73	0 63 - 0 74	0 65 - 0 75	0 67 - 0 76	0 66 - 0 75	0 65 - 0 72	0 65 - 0 71	0 59 - 0 65
Flax.....	2 26 2-2 27/2	2 41	2 31 - 2 34	2 33 - 2 33 4	2 32 4	2 30/4	2 33	2 21 6
Chicago, Cash close—								
2 Red Winter Wheat...			Not quoted	1 36 3		1 30	1 28 - 1 30 4	1 17 2
3 “.....		1 25 - 1 25 2				1 25 - 1 28		
2 Hard Winter Wheat...	1 23	1 22/4-1 23 3			1 32	1 28/4-1 28 7	1 28 - 1 30 4	1 12 - 1 14 5
3 “.....	1 17	1 15 - 1 19 4		1 29 - 1 30	1 26 2-1 27 2	1 25/4-1 28	1 24 - 1 28	1 08 - 1 12 1
3 Nor. Spring Wheat...							1 25 - 1 29 4	
3 White Oats.....	0 44/4- 0 44 6	0 46/6- 0 47/2		0 51 2- 0 51 4	0 48 2- 0 48 6	0 47 2- 0 48/2	0 45 4- 0 46 2	0 41 6- 0 43
4 “.....		0 54/4- 0 46/4		0 50 - 0 50 4	0 47 4- 0 48	0 46 4- 0 47 4	0 43 4- 0 45 4	0 41 - 0 42
Barley.....	0 63 - 0 67	0 65 - 0 67		0 68 - 0 81	0 70 - 0 81	0 67 - 0 80	0 68 - 0 76	0 61 - 0 66



[illegible]



## PRICES of Grain at Terminal Points in North America—Every Saturday—Continued.

Market and Grade.	MARCH, 1916.				APRIL, 1916.			
	4	11	18	25	1	8	15	22
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Winnipeg, Cash close—								
1 Nor. Wheat.....	1 11/1	1 09/2	1 06/4	1 08	1 15/2	1 13/4	1 14/2	1 14
2 ".....	1 08/2	1 06/6	1 04/4	1 05/4	1 12/6	1 11/4	1 12/4	1 12/2
3 ".....	1 06/2	1 04/6	1 01/4	1 03	1 10/6	1 08	1 09	1 08/4
2 C.W. Oats.....	0 39/6	0 40/2	0 41/6	0 41/4	0 42/4	0 42/4	0 44	0 46/2
3 ".....	0 37/6	0 38/4	0 39/6	0 39/4	0 40/4	0 40/4	0 42	0 44/2
Barley.....	0 56	0 57	0 58	0 56	0 60	0 59	0 59	0 60
1 N. W.C. Flax.....	2 05	2 06	2 04	1 92	1 93/4	186	1 84	1 89/2
Minneapolis, Cash close—								
1 Nor. Wheat.....	1 13/6	1 11/1	1 08/7	1 11/1	1 17/7	1 19/4	1 19/4	1 18/5
2 ".....	1 10/2	1 07/5	1 05/3	1 07/5	1 14/3	1 16/4	1 17/4	1 16/1
3 Spring.....	1 04/2	1 03/5	1 01/3	1 03/5	1 09/3	1 11	1 11/4	1 11/1
3 White Oats.....	0 39/6	0 40/2	0 41/4	0 39/6	0 42/4	0 42	0 42/4	0 42/4
4 ".....	0 38/2	0 39/2	0 39/6	0 38/2	0 40/4	0 40/4	0 41	0 41
Barley..	0 60	0 65/4	0 66	0 62	0 65	0 65	0 64	0 63
Flax.....	2 31/4	2 30/4	2 28/3	2 16/6	2 18	2 10/4	2 09	2 12/2
Duluth, Cash close—								
1 Nor. Wheat.....	1 13	1 10/1	1 07/7	1 09/7	1 17/2	1 17/5	1 16/4	1 16/1
2 ".....	1 09/4	1 05/5	1 03/3	1 05/3	1 12/6	1 13/1	1 12	1 13/1
3 Spring Wheat.....	1 03/4	1 07/4	1 03/5	1 03/3	1 05/6	1 06/1	1 05	1 08/1
3 White Oats.....	0 39/6	0 40/2	0 40/3	0 39/2	0 41/3	0 41/2	0 41/7	0 41/4
Barley.....	0 57	0 66	0 61	0 63	0 63	0 63	0 63	0 64
Flax.....	2 31/4	2 30/4	2 28/3	2 16/6	2 17	2 10/4	2 07	2 11/2
Chicago, Cash close—								
2 Red Winter Wheat..		1 10/2	1 09	1 12	1 21/4	1 20/4	1 19	1 19/2
3 ".....		1 04/6	1 05		1 19/3	1 18	1 16	1 12
2 Hard Winter Wheat	1 14/4		1 07				1 16	1 13
3 ".....	1 09/1		1 03	1 00		1 14/2	1 11/4	1 11
3 Nor. Spring Wheat.....								
3 White Oats.....	0 40/6	0 41/6	0 42	0 41/2		0 43/6	0 44	0 43/6
4 ".....	0 40	0 40/6	0 41	0 39/4		0 41/4	0 43/2	0 43/2
Barley.....	0 61	0 62	0 63	0 60	0 63	0 62	0 62	0 62



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Omaha, Cash close—		1 04/4—1 06/4	1 05	—1 06		1 02/4	1 06/4	1 08	1 10	—1 10	—1 10	4 1 09/4	1 11/2	1 04	—1 06	1 08	—1 10
2 Hard Wheat.....		1 01/4—1 04/4	0 99	—1 04/4	0 97	0 99	0 98	1 01	1 08	—1 08	—1 08	4 1 05/4	1 08/4	1 02	—1 05	1 05/4	—1 08
3 ".....		0 40	—0 40/4	0 40/4	0 42	—0 41/4	0 40/2	0 41/2	0 42	—0 41/6	—0 41/6	0 41/4	0 41/6	0 40/6	—0 41	0 41	—0 41/4
3 White Oats.....		0 39/4—0 40/4	0 40	—0 40/4	0 40	—0 40/4	0 39	—0 40	0 41	—0 40/4	—0 40/4	0 41/2	0 41/4	0 40/6	—0 40/6	0 40/6	—0 41
4 ".....		0 57	—0 60	0 58	0 57	—0 63	0 58	—0 65	0 65	—0 66	—0 66	0 62	0 66	0 63	—0 67	0 63	—0 67
Malting Barley.....		0 52	—0 54	0 53	0 53	—0 55	0 53	—0 56	0 56	—0 58	—0 58	0 55	0 58	0 55	—0 58	0 57	—0 60
1 Feed.....																	
Milwaukee, Cash close—																	
1 Nor. Wheat (Blue Stem).....		1 17	—1 18	1 15	—1 16	1 13	—1 14	1 15	1 23	—1 23	—1 23	4 1 23	4 1 23	1 21	—1 21/4	1 21	—1 22
2 ".....		1 13	—1 15	1 12	—1 14	1 10/4	—1 11/4	1 12	1 20	—1 20	—1 20	4 1 20	4 1 21	1 18	—1 20	1 18	—1 19
1 Velvet Wheat.....		0 41, 4	—0 42/4	0 42/6	—0 44	0 43	—0 45	0 42/2	—0 44	—0 46	—0 46	0 41/2	—0 45	0 44	—0 45	0 44	—0 45
3 White Oats.....		0 71	—0 73	0 76	—0 77	0 73/4	—0 75/4	0 72	—0 74	—0 76	—0 76	0 75	—0 76	0 75	—0 77	0 77	—0 79
3 Barley.....		0 62	—0 67	0 65	—0 72	0 63	—0 69	0 64	—0 69	—0 70	—0 70	0 66	—0 68	0 66	—0 69	0 65	—0 72
Rejected Barley.....		2 31/4	—2 34/4	2 30	—2 33/4	2 28/3	—2 31/3	2 16/6	—2 19	—2 21	—2 21	4 2 09	—2 12	2 12/2	—2 16/2	2 04/4	—2 08/4
1 N.W. Flax.....																	
Kansas City, Cash close—																	
2 Hard Wheat.....		1 04	—1 09	1 05	—1 11	1 03	—1 07	1 02	—1 09	1 06	—1 12	1 10	—1 16	1 08	—1 13	1 0	9—1 16
3 ".....		1 04	—1 07	1 02	—1 10	1 00	—1 06	1 00	—1 02/4	1 07	—1 11	1 07	—1 17	1 05	—1 08/2	1 07/4	—1 12
4 ".....		0 99	—1 02	0 98	—1 01	0 97	—0 98	0 95	—0 98	1 00	—1 06	0 95	—1 07	0 98	—1 03	1 03	—1 06
2 Red Wheat.....		1 05	—1 10	1 08	—1 12	1 02	—1 09	1 05	—1 10	1 09	—1 14	1 14	—1 19	1 12	—1 16	1 14	—1 18
3 ".....		1 00	—1 06	1 02	—1 10	0 97	—1 08	1 00	—1 08	1 05	—1 12	1 07	—1 17	1 05	—1 15	1 07	—1 10
4 ".....				0 97	—1 03	0 93	—1 00	0 95	—1 00	0 94	—0 96	0 94	—1 06	0 93	—1 02	0 96	—1 06
St. Louis, Cash close—																	
2 Red Winter Wheat....		1 18	—1 10	1 20/4	—1 21/4	1 12/4	—1 13	1 08	—1 12	1 21	—1 21	1 27/4	—1 29	1 16	—1 17/4	1 20	—1 22
3 ".....		1 11	—1 15	1 10	—1 15/4	1 06	—1 12	1 08	—1 12	1 17	—1 17	1 15	—1 23	1 11	—1 15	1 10	—1 18
4 ".....						0 95	—0 99	0 96	—1 04	0 96	—1 04			0 90	—1 06	0 93	—1 10
2 Hard Wheat																	
3 ".....				1 06/4	—1 09			1 04/4	—1 05			1 12	1 14	1 08	4 1 09	4 1 12	—1 12/4



Prices of Grain at Terminal Points in North America Every Saturday—Continued.

Market and Grade.	MAY, 1916.					JUNE, 1916.			
	6	13	20	27	2	10	17	24	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Winnipeg, Cash close—									
1 Northern Wheat.....	1 18/2	1 20/1	1 15/2	1 14/2	1 09/4	1 15	1 09/3	1 10/6	
2 ".....	1 16	1 18/1	1 13/6	1 13/2	1 08/6	1 10/3	1 08/4	1 09/2	
3 ".....	1 11/2	1 14/1	1 10	1 08/6	1 04/6	1 06	1 04/2	1 05/4	
2 C.W. Oats.....	0 47/4	0 48	0 48	0 46/6	0 45/6	0 47/2	0 48	0 46/2	
3 ".....	0 45/6	0 46/2	0 47	0 45/6	0 44/4	0 45/6	0 47	0 45/6	
Barley.....	0 63 —0 67	0 65 —0 69	0 62/4—0 67/4	0 63 —0 67	0 61 —0 66	0 64 —0 68	0 65 —0 69	0 66 —0 70	
1 N.W.C. Flax.....	1 71	1 70	1 66	1 67/4	1 59/6		1 58/4	1 56/4	
Minneapolis, Cash close—									
1 Northern Wheat.....	1 22/6—1 25/2	1 22/6—1 26/2	1 17/1—1 20/1	1 15 —1 17/4	1 09/5—1 12/5	1 10/5—1 13/3	1 07/2—1 10/2	1 07/2—1 09/6	
2 ".....	1 19/2—1 23/2	1 19/2—1 24/2	1 13/5—1 17/5	1 11/4—1 15/4	1 06/1—1 10/5	1 06/2—1 11/3	1 03/6—1 07/6	1 03/6—1 07/6	
3 Spring Wheat.....	1 13/2—1 20/2	1 13/2—1 20/2	1 07/5—1 13/5	1 05/4—1 11/4	1 00/5—1 06/5	1 01/3—1 07/3	0 97/6—1 03/6	0 97/6—1 03/6	
3 White Oats.....	0 43/2—0 43/4	0 43 —0 43/4	0 41 —0 41/4	0 38/4—0 39	0 37/6—0 38/2	0 38 —0 38/4	0 37 —0 37/4	0 37/4—0 38	
4 ".....	0 41/6—0 42/6	0 41/4—0 42/4	0 39/4—0 40/4	0 37 —0 38	0 36/2—0 37/2	0 36/4—0 37/4	0 35/4—0 36/4	0 36 —0 37	
Barley.....	0 65/4—0 73/4	0 65/4—0 73/4	0 64 —0 73	0 61 —0 70	0 60 —0 69/4	0 64 —0 73	0 63 —0 71	0 63 —0 40/4	
Flax.....	1 95/2—1 99/2	1 94/4—1 98/4	1 90 —1 94	1 93 —1 97	1 81/6—1 85/6	1 80 —1 84	1 76/4—1 80/4	1 74/4—1 78/4	
Duluth, Cash close—									
1 Northern Wheat.....	1 21 —1 22	1 22/5—1 23/5	1 17/1—1 18/1	1 15/1	1 10/5	1 11/6	1 08/6	1 09/2	
2 ".....	1 18/4—1 19/4	1 20/1—1 21/1	1 125/—1 14/5	1 09/5—1 12/5	1 05/1—1 08/1	1 06/2—1 09/2	1 03/2—1 06/2	1 03/6—1 06/6	
3 Spring Wheat.....	1 12/4—1 17/4	1 14/1—1 19/1	1 085/—1 13/5	1 04/5—1 09/5	0 98/1—1 04/1	0 99/2—1 05/2	0 96/3—1 02/2	0 96/6—1 02/6	
3 White Oats.....	0 43/5	0 43/4	0 41/4—0 42	0 38/7	0 37/1	0 37/4	0 36/4—0 36/7	0 37/3—0 37/7	
Barley.....	0 67 —0 75	0 67 —0 75	0 68 —0 77	0 64 —0 72	0 58 —0 70	0 60 —0 74	0 60 —0 72	0 60 —0 72	
Flax.....	1 95/2	1 94/4	1 89	1 93	1 81/6	1 81	1 78/4	1 77	
Chicago, Cash close—									
2 Red Winter Wheat.....	1 14		1 08/2—1 08/4	1 12		1 01 —1 02	0 93/4	0 96 —0 99	
3 ".....	1 15/6		1 12/2—1 12/2	1 03/4—1 06	1 03	1 06			
2 Hard ".....		1 18/3	1 12/2—1 12/2	1 09/2—1 10					
3 Hard ".....	1 09/6—1 12/5	1 12/4—1 15/1	1 08/4—1 09	1 05 —1 05/4	1 02 —1 03/5	1 04 1 01/4	0 98		
3 Nor. Spring Wheat.....		1 17/4							
3 White Oats.....	0 45 —0 46	0 44/4—0 45/4	0 42 —0 42/6	0 39 —0 40	0 39 —0 39/4	0 40 —0 40/2	0 38 —0 38/6	0 39 —0 39/6	
4 ".....	0 44 —0 44/6	0 42/4—0 44	0 41/2—0 41/6	0 38/4—0 39	0 38/2—0 39	0 39/2—0 39/6	0 37 —0 38	0 38/2—0 38/6	
Barley.....	0 63 —0 79	0 63 —0 80	0 62 —0 80	0 60 —0 76	0 60 —0 75	0 58 —0 80	0 58 —0 80	0 60 —0 78	



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Omaha, Cash close—														
2 Hard Wheat.....	1 08	—1 10	1 11	—1 13	1 03/4—1 07	1 01	—1 04	0 93	—1 00	1 02/2—1 02/4	0 95	—0 96	0 95/4—0 96/4	
3 “.....	1 04/4—1 08	1 07	—1 10/4	0 99	—1 03/4	0 98	—1 02	0 92/4—0 97		0 96	—1 02	0 88	—0 93	0 89
3 White Oats.....	0 41/6—0 42	0 42	—0 42/2	0 40/4—0 41	0 40/4—0 41	0 37/6—0 38	0 36/2—0 36/4	0 35/2—0 35/4	0 36/4—0 37	0 37/2—0 37/4	0 36/2	0 36	1 0 36/4—0 36/6	
4 “.....	0 41	—0 41/4	0 41/2—0 41/4	0 40	—0 40/2	0 36/4—0 37/6	0 35/2—0 35/4	0 35/2—0 35/4	0 36/4—0 37	0 36/4—0 37	0 35/2	0 35	1 0 36—0 36/2	
Malting Barley.....	0 66	—0 70	0 66	—0 70	0 64	—0 67	0 61	—0 61	0 61	0 63	—0 66	0 67	0 72	0 65
1 Feed Barley.....	0 59	—0 63	0 59	—0 63	0 55	—0 58	0 52	—0 56	0 52	—0 54	0 51	—0 58	0 51	—0 57
Milwaukee, Cash close—														
1° Wheat (Blue Stem).....	1 21/4—1 22	1 25	—1 26	1 20	—1 21	1 18/4—1 19	1 13/4—1 14/4	1 10	—1 11	1 13/4—1 14/4	1 10	—1 11	1 10	—1 11
2 “.....	1 18	—1 20	1 22	—1 23	1 16	—1 19	1 11	—1 12	1 10	—1 12/4	1 07	—1 09	1 07	—1 09
1 Velvet Wheat.....	0 45	—0 46	0 44/6—0 46	0 42/4—0 43/4	0 40/4—0 41	0 39/4—0 40/4	0 39/4—0 40/2	0 40	—0 41/2	0 38/4—0 40	0 39/2—0 40/2	0 39/2—0 40/2	0 39/2—0 40/2	
3 White Oats.....	0 78	—0 79/4	0 76	—0 78	0 76	—0 77	0 74/4—0 76	0 74/4—0 76	0 77	—0 78	0 76	—0 77/4	0 76	—0 78
3 Barley.....	0 66	—0 75	0 66	—0 72	0 65	—0 72	0 65	—0 70	0 63	—0 70	0 64	—0 72	0 68	—0 72
Rejected Barley.....	1 95/2—1 99/2	1 94/4—1 98/4	1 94/4—1 98/4	1 90	—1 94	1 93	—1 97	1 81/6—1 85/6	1 80	—1 84	1 76/4—1 80/4	1 74/4—1 78/4	1 74/4—1 78/4	
1 N.W. Flax.....	1 08	—1 14	1 09	—1 17	1 06	—1 13	1 02	—1 09	0 99	—1 05	1 01	—1 07	1 00	
Kansas City, Cash close—														
2 Hard Wheat.....	1 06	—1 11	1 07/4—1 16	1 04/4—1 10	0 95	—1 02	0 92	—1 01	0 92	—0 95	0 93	—0 94	0 96	1 00
3 “.....	1 01/4—1 07	0 99	—1 07	0 95	—1 02	0 92	—1 01	0 92	—1 04	1 01	—1 06	0 97	—1 02	0 95
4 “.....	1 11	—1 14	1 08	—1 14	1 06	—1 11	1 02	—1 06	0 98	—1 04	1 01	—1 03	0 92	—0 93
2 Red Wheat.....	1 04	—1 08	1 04	—1 11	1 03	—1 08	0 99	—1 03	0 93	—1 03	0 95	—1 03	0 82	—0 93
3 “.....	1 00	—1 04	1 00	—1 05	0 94	—1 01	0 90	—1 00	0 84	—0 93	0 96	—0 99	0 83	—0 93
4 “.....	1 23	—1 19	1 15	—1 16	1 07	—1 15	1 10/4—1 13	1 07	—1 07	1 09	—1 10	1 08/4—1 09	1 04	—1 07
2 Red Winter Wheat.....	0 95	—1 10	1 12/4—1 14	1 07	—1 10	1 07	—1 10	1 00	—1 02	1 03	—1 04	1 00	0 94	
3 “.....	1 08	—1 11	1 08	—1 11	1 06	—1 11	1 02	—1 06	0 98	—1 04	1 01	—1 03	0 92	—0 93
4 “.....	1 04	—1 08	1 04	—1 11	1 03	—1 08	0 99	—1 03	0 93	—1 03	0 95	—1 03	0 82	—0 93
2 Hard Wheat.....	1 00	—1 04	1 00	—1 05	0 94	—1 01	0 90	—1 00	0 84	—0 93	0 96	—0 99	0 83	—0 93
3 “.....	1 23	—1 19	1 15	—1 16	1 07	—1 15	1 10/4—1 13	1 07	—1 07	1 09	—1 10	1 08/4—1 09	1 04	—1 07
4 “.....	0 95	—1 10	1 12/4—1 14	1 07	—1 10	1 07	—1 10	1 00	—1 02	1 03	—1 04	1 00	0 94	
2 Hard Wheat.....	1 08	—1 11	1 08	—1 11	1 06	—1 11	1 02	—1 06	0 98	—1 04	1 01	—1 03	0 92	—0 93
3 “.....	1 04	—1 08	1 04	—1 11	1 03	—1 08	0 99	—1 03	0 93	—1 03	0 95	—1 03	0 82	—0 93
4 “.....	1 00	—1 04	1 00	—1 05	0 94	—1 01	0 90	—1 00	0 84	—0 93	0 96	—0 99	0 83	—0 93
St. Louis, Cash close—														
2 Red Winter Wheat.....	1 23	—1 19	1 15	—1 16	1 07	—1 15	1 10/4—1 13	1 07	—1 07	1 09	—1 10	1 08/4—1 09	1 04	—1 07
3 “.....	0 95	—1 10	1 12/4—1 14	1 07	—1 10	1 07	—1 10	1 00	—1 02	1 03	—1 04	1 00	0 94	
4 “.....	1 08	—1 11	1 08	—1 11	1 06	—1 11	1 02	—1 06	0 98	—1 04	1 01	—1 03	0 92	—0 93
2 Hard Wheat.....	1 04	—1 08	1 04	—1 11	1 03	—1 08	0 99	—1 03	0 93	—1 03	0 95	—1 03	0 82	—0 93
3 “.....	1 00	—1 04	1 00	—1 05	0 94	—1 01	0 90	—1 00	0 84	—0 93	0 96	—0 99	0 83	—0 93



Prices of Grain at Terminal Points in North America—Every Saturday—Continued.

Market and Grade.	JULY, 1916.					AUGUST, 1916.				
	1	8	15	22	29	5	12	19	26	
Winnipeg, Cash close—										
1 Northern Wheat	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
2 "	Holiday	1 15	1 17/2	1 19/5	1 25/4	1 39/2	1 52	1 56	1 60/6	
3 "	"	1 13	1 15/4	1 17 5	1 23	1 37	1 50	1 52	1 58 6	
2 C.W. Oats	"	1 10 4	1 12/4	1 14 1	1 19	1 32 6	1 45	1 49	1 54 6	
3 "	"	0 44 7	0 45 5	0 44 6	0 45	0 48 2	0 50	0 51	0 51 2	
Barley	"	0 44 1	0 45	0 44 5	0 45	0 47 2	0 49	0 50	0 50 2	
1 N.W.C. Flax	"	0 70 --0 74	0 71 --0 75	0 72 --0 76	0 69 --0 73	0 74 --0 78	0 78 --0 82	0 77 --0 81	0 81 --0 85	
		1 68	1 73 6	1 74	1 81 4	1 91	2 03	1 96	1 94	
Minneapolis, Cash close—										
1 Northern Wheat	1 08/2	1 13 1	1 17 5-	1 23 7-	1 26 7	1 41 2	1 50 2	1 58 1-	1 60 --1 63 4	
2 "	1 04 6-	1 09 5	1 13 5--	1 19 1-	1 23 7	1 37 2-	1 47 2	1 55 1-	1 56 4-	
3 Spring Wheat	0 97 6-	1 02 5-	1 06 5-	1 12 7	1 20 7	1 30 2	1 39 2-	1 47 1	1 49 4-	
3 White Oats	0 36 6-	0 37/2	0 40 --	0 39 --	0 39 2	0 42 6-	0 42 4-	0 43 4-	0 46 4-	
4 "	0 35/2-	0 36/2	0 38 4	0 37 4	0 38 1	0 41/2	0 41	0 42 --	0 45 --	
Barley...	0 65	0 71 4	0 63 --	0 58	0 65 4	0 67 1	0 69 --	0 73 --	0 73 --	
Flax	1 77 --1 81	1 88 --1 92	1 96 --1 99	1 95 4-	1 98 4	2 11 --2 12	2 24 --2 28	2 16 4	2 15 4-	
Duluth, Cash close—										
1 Northern Wheat	1 11 4	1 14 6	1 19 3	1 24 6-	1 27 1-	1 42	1 51 4	1 62 1-	1 62 7	
2 "	1 05 4--	1 09 6-	1 13 7--	1 19 6-	1 22 1-	1 37 4-	1 48	1 58 4	1 57 7	
3 Spring Wheat	0 98 4--	1 04 4	1 08 6	1 08 6-	1 11 1-	1 25 4-	1 38	1 49 4	1 49 7-	
3 White Oats	0 36 6-	0 37/2	0 40	0 39 2	0 38/6	0 42 2	0 42 3	0 44 2	0 46 7	
Barley....	0 61 --0 73	0 60 --0 72	0 61 --0 73	0 58 --0 66	0 59 --0 69	0 62	0 72	0 72 --1 00	0 74 --1 08	
Flax	1 80	1 91 4--1 92	1 99	1 98 4	2 11 --2 14	2 14	2 20 --2 26 4	2 17 4	2 14 4	
Chicago, Cash close—										
2 Red Winter Wheat	1 06				1 24 6	1 38	1 45 4--1 45 6	1 51 --1 51 4	1 58 2	
3 "	1 02 --1 03		1 14 4	1 18 --1 18 2	1 21 2-	1 34	1 43 4	1 49 --1 49 4	1 51 6--1 54 2	
2 Hard	"					1 34 4	1 44 --1 45 6	1 48 6--1 51 4	1 56	
3 "	0 98 --1 01/2		1 10/2	1 16 --1 16 1	1 20 --1 22 6	1 35 6	1 43 --1 45	1 46 4--1 50 2	1 53 6--1 56	
3 Nor. Spring Wheat		1 05								
3 White Oats	0 38/2--0 39	0 39 4	0 41 4	0 41 --0 42	0 41 --0 41 4	0 43 1--0 44 4	0 43 4	0 43 6	0 47 4	
4 "	0 37 6--0 38 2	0 38 6	0 41	0 41 --0 41 4	0 40 4--0 40 6	0 42 1--0 43 4	0 43	0 43 2	0 47 --0 47 4	
Barley....	0 64 --0 79	0 63	0 69	0 70 --0 76	0 64 --0 75	0 65 --0 82	0 69 --0 99	0 75 --1 10	0 88 --1 15	







7 GEORGE V, A. 1917

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates.

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915.		\$ cts.		\$ cts.	\$ cts.
Winnipeg.	Sept. 1	1 Nor..	0 96	Rej. 2 Nor.	0 88/4	0 7/4
Minneapolis	" 1	1 Nor..	1 25/3	N.G....	0 90	0 35/3
Duluth.	" 1	1 Hard.	1 02/6	N.G.....	0 91/5	0 11/1
Winnipeg.	" 2	1 Nor...	0 97	Rej. 2 Nor.	0 89/4	0 7/4
Minneapolis	" 2	1 Hard	1 07/4	N.G....	0 83/4	24
Duluth..	" 2	1 Hard	1 04/1	No. 4...	0 91/2	12 7
Winnipeg.	" 3	1 Nor.....	0 94/4	Rej. 2 Nor..	0 86/4	8
Minneapolis	" 3	1 Hard....	1 02/4	N.G.....	0 94/4	13
Duluth...	" 3	1 Nor....	1 03/1	N.G.....	0 99	4/1
Winnipeg.	" 4	1 Nor..	0 92/6	Rej. 2 Nor.	0 84/6	8
Minneapolis	" 4	1 Hard	1 04	N.G.....	0 88	16
Duluth.	" 4	1 Nor...	1 01	3 Nor.....	0 92/3	8/5
Winnipeg.	" 6	Holiday..				
Minneapolis	" 6	"				
Duluth..	" 6	"				
Winnipeg.	" 7	1 Nor...	0 88/4	Rej. 2 Nor..	0 81/4	7
Minneapolis	" 7	1 Hard	0 97	N.G.....	0 82/2	14 6
Duluth...	" 7	1 Hard	0 93/4	4 H.W.....	0 84/7	8/5
Winnipeg.	" 8	1 Nor...	0 91/6	Rej. 2 Nor..	0 84	7/6
Minneapolis	" 8	1 Hard....	0 98	N.G.....	0 82/5	15/3
Duluth..	" 8	1 Nor....	0 94/6	No. 4.....	0 86/2	8/4
Winnipeg.	" 9	1 Nor...	0 92/4	Rej. 2 Nor..	0 84	8/4
Minneapolis	" 9	1 Hard	0 97/6	No. 4...	0 83	14/6
Duluth..	" 9	1 Hard....	0 95/6	W. No. 4 H.	0 86	9/6
Winnipeg.	" 10	1 Nor.....	0 94	2 Smty...	0 80	14
Minneapolis	" 10	1 Hard	1 00	Rej. 2.....	0 85/3	14/5
Duluth...	" 10	1 Hard	0 98/3	No. 4.....	0 88/5	11/6
Winnipeg.	" 11	1 Nor...	0 94	2 Smty...	0 81	13
Minneapolis	" 11	1 Hard....	1 03/2	3 Nor..	0 92	11/2
Duluth...	" 11	1 Hard....	1 02/4	W. No. 4 H.	0 90/6	11/6
Winnipeg.	" 13	1 Nor...	0 96/2	2 Smty...	0 83/6	12/4
Minneapolis	" 13	1 Hard....	1 05/6	Rej. Smty..	0 85	20 6
Duluth..	" 13	1 Hard....	1 03/4	No. 4...	0 90	13 4
Winnipeg.	" 14	1 Nor.....	0 97/4	2 Smty...	0 83/4	14
Minneapolis	" 14	1 Hard	1 07/6	Rej.....	0 90	17/6
Duluth...	" 14	1 Hard...	1 05	No. 4...	0 95	10
Winnipeg.	" 15	1 Nor....	0 94/2	2 Smty...	0 81/4	12/6
Minneapolis	" 15	1 Hard	1 02/4	No. 4 Smty	0 88/6	13/6
Duluth..	" 15	1 Hard...	1 02/6	No. 4...	0 90/5	12/1
Winnipeg.	" 16	1 Nor.....	0 97/4	2 Smty....	0 83/6	13/6
Minneapolis	" 16	1 Hard	1 02/5	Rej....	0 87	15/5
Duluth...	" 16	1 Hard...	1 03/6	No. 3.....	0 94/4	9 2
Winnipeg.	" 17	1 Nor.....	0 95/4	2 Smty...	0 81/6	13/6
Minneapolis	" 17	1 Hard	1 05/4	No. 4.....	0 87/6	18
Duluth..	" 17	1 Hard....	1 03/5	Rej.....	0 90	13/5
Winnipeg.	" 18	1 Nor.....	0 94/6	2 Smty....	0 81/2	13/4
Minneapolis	" 18	1 Hard....	1 04/1	Rej.....	0 89	15/1
Duluth...	" 18	1 Nor.....	1 00/4	No. 3.....	0 93/5	6/7



SESSIONAL PAPER No. 10d

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915.		\$ cts		\$ cts.	\$ cts.
Winnipeg.	Sept. 20	1 Nor.....	0 94	2 Smty..	0 81/4	12/4
Minneapolis	" 20	1 Nor.....	1 02/4	Rej.	0 87	15/4
Duluth.....	" 20	1 Hard	0 98/7	No. 3.....	0 89/5	9/2
Winnipeg.	" 21	1 Nor.....	0 94	2 Smty.....	0 81/4	12/4
Minneapolis	" 21	1 Hard....	1 03/4	N.G....	0 89	14 4
Duluth..	" 21	1 Hard	0 99/6	No. 4.	0 88/6	11
Winnipeg.....	" 22	1 Nor...	0 94/2	2 Smty	0 83/2	11
Minneapolis.....	" 22	1 Hard	1 06/4	No. 4.	0 88/3	18/1
Duluth.....	" 22	1 Hard	1 07/6	N.G...	0 89/2	18/4
Winnipeg.	" 23	1 Nor.....	0 92	No. 5.....	0 77/4	14/4
Minneapolis.....	" 23	1 Hard	1 05/2	No. 4..	0 88	17/2
Duluth.....	" 23	1 Hard..	1 03/5	No. 4.....	0 90	13/5
Winnipeg.....	" 24	1 Nor.....	0 94	No. 5.....	0 79/4	14/4
Minneapolis	" 24	1 Hard	1 03/2	No. 4.	0 89/4	13/6
Duluth..	" 24	1 Hard	0 99/2	No. 4.	0 87/4	11/6
Winnipeg.....	" 25	1 Nor..	0 94	No. 5.	0 78/4	15/4
Minneapolis	" 25	1 Hard...	1 03/1	No. 4..	0 89	14/1
Duluth..	" 25	1 Hard	0 98/6	No. 3.	0 91/4	7/2
Winnipeg.	" 27	1 Nor..	0 91/6	No. 5.	0 77 2	14 4
Minneapolis.....	" 27	1 Hard	1 00/5	No. 4..	0 84	16 5
Duluth.....	" 27	1 Hard	0 97/2	No. 4.	0 83	14/2
Winnipeg.	" 28	1 Nor..	0 93/6	No. 5.	0 78/6	15
Minneapolis.	" 28	1 Hard	1 00/7	No. 4.	0 84	16/7
Duluth.....	" 28	1 Hard	0 97/6	No. 4..	0 81/4	16/2
Winnipeg.	" 29	1 Nor..	0 90/2	No. 4.	0 80 6	9/4
Minneapolis.....	" 29	1 Hard	1 01/5	No. 4.	0 83/7	17/6
Duluth..	" 29	1 Hard	0 98/4	No. 4..	0 88	10/4
Winnipeg.....	" 30	1 Nor.....	0 91/6	No. 4.....	0 81/6	10
Minneapolis.	" 30	1 Hard	1 01/3	No. 4..	0 80	21/3
Duluth.....	" 30	1 Hard	0 96/4	No. 4.....	0 85	11 4
Winnipeg.	Oct. 1	1 Nor..	0 88/6	Smty No. 2	0 81/2	7/4
Minneapolis	" 1	1 Hard	1 01	No. 4..	0 82	19
Duluth..	" 1	1 Hard	0 97	No. 4.....	0 83/5	13/3
Winnipeg.	" 2	1 Nor.....	0 89/6	Smty No. 2	0 82/2	7/4
Minneapolis.....	" 2	1 Hard	0 99/4	No. 4..	0 80	19/4
Duluth.....	" 2	1 Hard	0 97	No. 4.	0 85/5	11/3
Winnipeg.....	" 4	1 Nor.	0 90/6	Sm. No. 2.	0 82/4	8/2
Minneapolis.....	" 4	1 Hard	1 00/4	N.G.	0 77	23 4
Duluth..	" 4	1 Hard	0 98/4	No. 4.	0 85/4	13
Winnipeg.	" 5	1 Nor..	0 92	Feed..	0 66	26
Minneapolis	" 5	1 Hard	1 04	No. 4.	0 87/4	16 4
Duluth..	" 5	1 Hard	0 99/5	No. 4.	0 88 2	11 3
Winnipeg.	" 6	1 Nor..	0 98/2	No. 5.	0 81/6	16 4
Minneapolis.....	" 6	1 Hard	1 11	Rej...	0 86	25
Duluth.....	" 6	1 Hard	1 07	No. 4.....	0 87	20
Winnipeg.	" 7	1 Nor..	0 95 6	Feed..	0 69 2	26 4
Minneapolis.....	" 7	1 Hard	1 11/4	No. 3.	0 94	17 4
Duluth.....	" 7	1 Hard	1 08/4	No. 4..	0 95	13/4



7 GEORGE V, A. 1917

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915		\$ cts.		\$ cts.	\$ cts.
Winnipeg.	Oct. 8	1 Nor..	0 92/4	Feed..	0 66/4	26
Minneapolis.....	" 8	1 Hard.	1 08	Rej..	0 87	21
Duluth...	" 8	1 Nor..	1 02/4	No. 4.	0 90/2	12/2
Winnipeg.	" 9	1 Nor..	0 94/4	Feed..	0 68/2	26/2
Minneapolis	" 9	1 Hard	1 06/6	Rej...	0 87	19/6
Duluth.....	" 9	1 Hard.	1 03/2	Rej..	0 88/4	14/6
Winnipeg.....	" 11	"Thanksgiving Day"		Holiday.		
Minneapolis	" 11	1 Hard	1 09/6	Rej....	0 90	19/6
Duluth..	" 11	1 Hard	1 05/2	N.G..	0 91/4	13/6
Winnipeg.	" 12	1 Nor..	0 99	Feed...	0 73	26
Minneapolis	" 12	1 Hard	1 09/7	N.G.....	0 94/2	15/5
Duluth.....	" 12	1 Hard.	1 06/5	No. 4.....	0 91/7	14/6
Winnipeg.	" 13	1 Nor...	1 00/2	Feed..	0 74/2	26
Minneapolis.....	" 13	1 Hard.....	1 11/1	N.G.....	0 93	18/1
Duluth...	" 13	1 Hard.....	1 09	N.G...	0 93/5	15/3
Winnipeg.	" 14	1 Nor...	0 99/4	Feed....	0 73	26/4
Minneapolis	" 14	1 Hard	1 14/4	N.G...	0 92/2	22/2
Duluth..	" 14	1 Hard	1 08/4	No. 4..	0 94/4	14
Winnipeg ..	" 15	1 Nor..	1 02/4	Feed..	0 76	26/4
Minneapolis	" 15	1 Hard	1 12/6	N. G.....	0 85	27/6
Duluth.....	" 15	1 Hard	1 08/6	N. G..	0 91/5	17/1
Winnipeg...	" 16	1 Nor..	1 04	Feed...	0 78	26
Minneapolis	" 16	1 Hard	1 13/4	N. G..	0 90	23/4
Duluth.....	" 16	1 Hard	1 08/3	N. G.....	0 96/2	12/1
Winnipeg.	" 18	1 Nor.....	1 00	Feed....	0 75	25
Minneapolis.....	" 18	1 Hard.	1 09/7	N. G..	0 89	20 7
Duluth.....	" 18	1 Nor..	1 07	N. G...	0 85	22
Winnipeg.	" 19	1 Nor..	1 02/2	Feed..	0 76/6	25/4
Minneapolis	" 19	1 Hard.	1 08/3	N. G..	0 87	21/3
Duluth.....	" 19	1 Hard	1 05/4	N. G....	0 91/2	14/2
Winnipeg.	" 20	1 Nor..	1 00/4	Feed...	0 75	25/4
Minneapolis	" 20	1 Hard.	1 07/6	N. G...	0 85	22/6
Duluth.....	" 20	1 Hard...	1 03/5	N. G...	0 88/4	15/1
Winnipeg.	" 21	1 Nor..	0 99/4	Feed..	0 74/2	25/2
Minneapolis.....	" 21	1 Hard	1 07	N. G. D.	0 82	25
Duluth..	" 21	1 Nor..	1 03/4	N. G. D...	0 80	23 4
Winnipeg.	" 22	1 Nor..	0 97/4	Feed...	0 72/2	25/2
Minneapolis.....	" 22	1 Hard.....	1 07/3	N. G.....	0 78	29 3
Duluth.....	" 22	1 Nor..	1 01/5	N. G..	0 85	16 5
Winnipeg...	" 23	1 Nor..	0 95/2	Feed...	0 70/2	25
Minneapolis	" 23	1 Hard	1 03/2	N. G...	0 76	27/2
Duluth.....	" 23	1 Hard	0 99/3	No. 4 D.	0 81/3	15
Winnipeg. . .	" 25	1 Nor..	0 97/4	Smty. 3 Nor	0 83/4	14
Minneapolis	" 25	1 Hard	1 02/7	N. G.....	0 77	25/7
Duluth.....	" 25	1 Hard.	0 99/6	N. G. D...	0 78	20 6
Winnipeg.	" 26	1 Nor	97/6	Smty. 3 Nor	83/6	14
Minneapolis.....	" 26	1 Hard.....	1 03/1	N. G.....	0 70	33/1
Duluth.....	" 26	1 Hard	99 5	N. G	0 81	18 5



## SESSIONAL PAPER No. 10d

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	\$ cts.
Winnipeg.	Oct. 27	1 Nor.....	0 98	Smty. 3 Nor	0 84	14
Minneapolis	" 27	1 Hard	1 03/4	N. G..	0 70	33/4
Duluth.	" 27	1 Hard	0 98/2	N. G. D...	0 80	18/2
Winnipeg.	" 28	1 Nor.....	0 98/4	Smty. 3 Nor	0 85	14/4
Minneapolis	" 28	1 Hard	1 06	N. G.....	0 75	31
Duluth.....	" 28	1 Hard.	0 98/7	3 D..	0 80	18/7
Winnipeg.	" 29	1 Nor.....	1 01	Smty. 3 Nor	0 86/4	14/4
Minneapolis	" 29	1 Hard	1 05/4	N. G.....	0 82	23 4
Duluth..	" 29	1 Hard	1 01/1	N. G.....	8 3/6	17 3
Winnipeg.	" 30	1 Nor.....	1 00	Smty. 3 Nor	0 86	14
Minneapolis	" 30	1 Hard	1 04/2	N. G.....	0 76	28/2
Duluth.....	" 30	1 Haed...	1 01/4	No. 4 D	0 83	18/4
Winnipeg.	Nov. 1	1 Nor.....	1 02/4	Feed.....	0 73	29/4
Minneapolis	" 1	1 Hard	1 04	N. G.....	0 70	34
Duluth.....	" 1	1 Hard.	1 02/3	3 Nor.....	0 89/3	13
Winnipeg...	" 2	1 Nor..	1 04/6	Feed.....	0 75/2	29/4
Minneapolis	" 2	1 Hard	1 05/1	N. G.....	0 75	30/1
Duluth.....	" 2	1 Hard.	1 07/3	No. 4..	0 85	18 7
Winnipeg.	" 3	1 Nor..	1 03	Feed.....	0 74/4	28 4
Minneapolis.	" 3	1 Hard	1 05/6	N. G...	0 75	30, 6
Duluth..	" 3	1 Hard	1 02/4	3 Nor.....	0 89/4	13
Winnipeg...	" 4	1 Nor..	1 03/6	Feed. ..	0 75/2	28 4
Minneapolis	" 4	1 Hard.....	1 03/4	N. G.	0 60	43 4
Duluth.....	" 4	1 Hard	1 04/1	N. G..	0 81/4	22/5
Winnipeg.	" 5	1 Nor.....	1 04/2	No. 6.....	0 80	24/2
Minneapolis	" 5	1 Hard...	1 05/6	N. G	0 70	35/6
Duluth.....	" 5	1 Hard.	1 03/3	3 Nor.....	0 90/3	13
Winnipeg.	" 6	1 Nor..	1 04/2	No. 6..	0 80/6	23/4
Minneapolis	" 6	1 Hard	1 04/2	N. G. W....	0 78	26/2
Duluth.....	" 6	1 Nor.....	1 03/7	No. 4 D.	0 86	17 7
Winnipeg.	" 8	1 Nor..	1 03/2	Feed....	0 74/2	29
Minneapolis.	" 8	1 Nard	1 06	Rej..	0 75	31
Duluth.....	" 8	1 Nor..	1 03/4	N. G..	0 82	21/4
Winnipeg.	" 9	1 Nor..	1 02/2	Feed. .	0 74	28/2
Minneapolis	" 9	1 Hard.	1 03/1	Rej...	0 75	28/1
Duluth..	" 9	1 Hard.....	1 03/6	No. 4.....	0 86	17/6
Winnipeg....	" 10	1 Nor.....	1 03	Smty. 3 Nor	0 89/4	13/4
Minneapolis	" 10	1 Hard..	1 04/4	Rej...	0 80	24/4
Duluth.....	" 10	1 Hard.....	1 03/1	No. 4..	0 86	17/1
Winnipeg.	" 11	1 Nor.....	1 05	No. 4..	0 91/6	13, 2
Minneapolis	" 11	1 Hard.....	1 05/4	N. G..	0 75	30, 4
Duluth.....	" 11	1 Hard.....	1 03/5	Rej...	0 82	21 5
Winnipeg....	" 12	1 Nor...	1 04	No. 4..	0 91	13
Minneapolis	" 12	1 Hard.....	1 05/5	N. G.....	0 75	30/5
Duluth.....	" 12	1 Hard	1 04/4	Rej...	0 82/7	21/5
Winnipeg.	" 13	1 Nor.....	1 06	Smty. 3 Nor	0 92/4	13 4
Minneapolis	" 13	1 Hard.....	1 07	N. G..	0 65	42
Duluth.....	" 13	1 Hard.....	1 04/7	No. 4.....	0 82	22/7



7 GEORGE V, A. 1917

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915.		\$ cts.		\$ cts.	
Winnipeg.	Nov. 15	1 Nor..	1 05/2	No. 4.....	0 92/4	12/6
Minneapolis	" 15	1 Hard	1 07/6	N. G.	0 75	32/6
Duluth..	" 15	1 Hard	1 05/5	No. 4.....	0 87/6	17/7
Winnipeg.	" 16	1 Nor..	1 04/6	No. 4.....	0 92/2	12/4
Minneapolis	" 16	1 Hard.	1 10	No. 4 H.W.	0 83	27
Duluth..	" 16	1 Hard	1 05/5	No. 4 D.	0 84/4	21/1
Winnipeg.	" 17	1 Nor..	1 03	Feed.....	0 73/2	19/6
Minneapolis.	" 17	1 Hard.	1 08/7	N. G.....	0 67	41/7
Duluth..	" 17	1 Hard	1 06/4	Rej...	0 80/4	26
Winnipeg.	" 18	1 Nor.....	1 04/2	Feed. .	0 75	29/2
Minneapolis	" 18	1 Hard	1 08/6	N. G.....	0 85	23/6
Duluth..	" 18	1 Hard.	1 05/3	N. G. D.	0 83	22 3
Winnipeg.	" 19	1 Nor.....	1 03	Feed. .	0 74/4	28/4
Minneapolis..	" 19	1 Hard	1 08/6	N. G.....	0 85	23/6
Duluth.....	" 19	1 Hard....	1 05	No. 4	0 88/5	16 3
Winnipeg.	" 20	1 Nor..	1 01	Feed. .	0 72	29
Minneapolis.	" 20	1 Hard...	1 09	N. G..	0 77/4	31/4
Duluth.....	" 20	1 Hard...	1 06	No. 4.....	0 87/6	18 2
Winnipeg.	" 22	1 Nor..	1 01	No. 6.....	0 76/4	24/4
Minneapolis	" 22	1 Hard	1 06/6	N. G.....	0 65	41/6
Duluth.....	" 22	1 Hard	1 04/3	No.4 Smty. D	0 81	23 3
Winnipeg.	" 23	1 Nor	1 00/2	No. 6.....	0 76/2	24
Minneapolis	" 23	1 Hard	1 07/1	N. G.....	0 64	43/1
Duluth..	" 23	1 Hard	1 03/5	No. 4.	0 87	16 5
Winnipeg.	" 24	1 Nor..	1 01	3 Nor..	0 94	7
Minneapolis	" 24	1 Hard....	1 07	N. G.....	0 60	47
Duluth.....	" 24	1 Nor..	1 03/2	No. 4..	0 85	18/2
Winnipeg.	" 25	1 Nor.....	0 99/4	3 Nor..	0 93/4	6
Minneapolis	" 25					
Duluth..	" 25					
Winnipeg.	" 26	1 Nor.....	1 00/6	No. 4.....	0 89/6	11
Minneapolis	" 26	1 Hard	1 06/1	N. G..	0 70	46/1
Duluth..	" 26	1 Hard	1 03	No. 4.....	0 79	24
Winnipeg.	" 27	1 Nor.....	1 01/6	No. 4.....	0 90/6	11 6
Minneapolis	" 27	1 Hard	1 05/6	N. G.....	65	40/6
Duluth..	" 27	1 Hard	1 02/4	Rej.	0 85	17/4
Winnipeg.	" 29					
Minneapolis	" 29	1 Hard	1 06	No. 4.....	0 85	21
Duluth..	" 29	1 Hard	1 04/1	No. 4.....	0 86	18/1
Winnipeg.	" 30	1 Nor..	1 03/4	Feed. .	0 75 4	28
Minneapolis.	" 30					
Duluth..	" 30					
Winnipeg.	Dec. 1	1 Nor..	1 02/6	3 Nor..	0 94/6	8
Minneapolis.	" 1	1 Hard	1 08/3	Rej.	0 83	25/3
Duluth..	" 1	1 Hard	1 05/6	Rej....	0 87/2	18 4
Winnipeg.	" 2	1 Nor.....	1 05/2	No. 4.....	0 96/2	9
Minneapolis	" 2	1 Hard	1 11/7	N.G.....	0 70	41/7
Duluth..	" 2	1 Hard	1 09/5	No. 4.....	0 90	19 5



## SESSIONAL PAPER No. 10d

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915.		\$ cts.		\$ cts.	
Winnipeg.	Dec. 3	1 Nor..	1 05/6	No. 4.	0 96/6	9
Minneapolis	" 3	1 Hard	1 13/6	Rej.	0 87/3	26/3
Duluth.....	" 3	1 Hard	1 10/3	N.G.	0 92	18/3
Winnipeg.	" 4	1 Nor..	1 08/2	No. 4.	0 99/2	9
Minneapolis	" 4	1 Hard.....	1 14	N.G..	0 75	39
Duluth.....	" 4	1 Hard.	1 13	No. 4 Dr.	0 85	28
Winnipeg.	" 6	1 Nor..	1 12/4	No. 4	1 03/4	9
Minneapolis.....	" 6	1 Hard.	1 17/6	Rej.	0 90	27/6
Duluth..	" 6	1 Hard	1 17/7	No. 4 Dr	0 87/4	30/3
Winnipeg.	" 7	1 Nor.....	1 09/4	No. 4.....	1 00/4	9
Minneapolis	" 7	1 Hard....	1 19	N.G....	0 80	39
Duluth..	" 7	1 Nor..	1 15/4	1 Dr. Smty.	0 91	24/4
Winnipeg.	" 8	1 Nor.....	1 08/6	No. 4.....	1 00/2	8, 4
Minneapolis.....	" 8	1 Hard	1 18	N.G..	0 88	30
Duluth...	" 8	1 Nor..	1 17	N.G....	0 92	25
Winnipeg.	" 9	1 Nor..	1 07/2	No. 4.	0 99/2	8
Minneapolis	" 9	1 Hard....	1 14/3	N.G....	0 85	29/3
Duluth..	" 9	1 Nor..	1 14/2	No. 4.....	0 99	15/2
Winnipeg.	" 10	1 Nor..	1 05	No. 4.	0 97	8
Minneapolis	" 10	1 Hard	1 13/4	N.G.....	0 95	18/4
Duluth..	" 10	1 Nor..	1 13/4	Rej.	0 95	18/4
Winnipeg.	" 11	1 Nor..	1 05/2	No. 4..	0 94/2	11
Minneapolis.....	" 11	1 Hard	1 11/5	N.G.....	0 83	28/5
Duluth.....	" 11	1 Hard.....	1 12/4	No. 4 Dr.	0 85	27/4
Winnipeg.	" 13	1 Nor.. ....	1 07/6	No. 4..	0 97/2	10/4
Minneapolis	" 13	1 Hard	1 14	N.G....	0 78	36
Duluth.....	" 13	1 Hard	1 11/4	No. 4.	0 94/4	17
Winnipeg.	" 14	1 Nor.....	1 07/6	No. 4.	0 97/6	10
Minneapolis.....	" 14	1 Hard	1 16/4	N.G.	0 86	30/4
Duluth..	" 14	1 Hard	1 12/3	N.G....	0 99/3	13
Winnipeg.	" 15	1 Nor..	1 07/6	No. 4.	0 97/6	10
Minneapolis	" 15	1 Hard	1 15/6	N.G....	0 86	29/6
Duluth..	" 15	1 Hard.	1 13/4	No. 4...	0 94/7	18/5
Winnipeg.	" 16	1 Nor..	1 08/6	No. 4. .	0 99	9/6
Minneapolis	" 16	1 Hard	1 16/6	Rej....	0 83	33/6
Duluth..	" 16	1 Hard	1 13/5	No. 4....	0 96	17/5
Winnipeg.	" 17	1 Nor..	1 09/2	No. 4...	0 99/4	9/6
Minneapolis	" 17	1 Hard	1 17	Rej....	0 85	32
Duluth.....	" 17	1 Hard.	1 12/6	No. 4.....	0 98	14/6
Winnipeg.	" 18	1 Nor....	1 10/4	No. 4.	1 01	9/4
Minneapolis	" 18	1 Hard.	1 17/1	N.G.....	0 85	32/1
Duluth.....	" 18	1 Hard.	1 14/3	No. 4.....	0 90	24/3
Winnipeg.	" 20	1 Nor....	1 12	3 Nor.....	1 05/4	6/4
Minneapolis.....	" 20	1 Hard	1 20/3	N.G. .	0 85	35/3
Duluth..	" 20	1 Hard	1 17/4	No. 4..	0 96/2	21/2
Winnipeg.	" 21	1 Nor..	1 16/2	No. 6.	0 88/6	27/4
Minneapolis . . .	" 21	1 Hard	1 23/6	N.G.....	0 98	25/6
Duluth... . .	" 21	1 Hard	1 20/5	No. 4.	0 99/6	20/7



7 GEORGE V, A. 1917

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915		\$ cts.		\$ cts.	\$ cts.
Winnipeg.	Dec. 22	1 Nor..	1 12/6	No. 4.....	1 01/6	11
Minneapolis.....	" 22	1 Hard	1 23/3	N.G..	0 80	43 3
Duluth.....	" 22	1 Hard	1 19	No. 4.	1 05	14
Winnipeg.	" 23	1 Nor..	1 14/4	No. 5.....	0 96	18/4
Minneapolis	" 23	1 Hard	1 23/1	Rej....	0 94	29/1
Duluth.....	" 23	1 Hard	1 20/4	No. 4..	1 03/5	16/7
Winnipeg...	" 24	1 Nor...	1 16/4	No. 4..	1 04	12/4
Minneapolis.....	" 24	1 Hard	1 25/4	Rej...	0 90	35/4
Duluth...	" 24	1 Hard	1 22/5	No. 4.....	1 05/2	17/3
Winnipeg.	" 25	Holiday				
Minneapolis	" 25	"				
Duluth...	" 25	"				
Winnipeg.	" 27	1 Nor..	1 15/4	Feed..	0 75/4	40
Minneapolis	" 27	1 Hard	1 26/5	N.G.....	0 95	31/5
Duluth.....	" 27	1 Hard	1 21/6	No. 4.	1 02	19/6
Winnipeg.	" 28	1 Nor..	1 13/2	Feed..	0 73/2	40
Minneapolis	" 28	1 Hard	1 25	N.G.....	0 86	39
Duluth.....	" 28	1 Nor...	1 22/2	No. 4.	1 07	15/2
Winnipeg.	" 29	1 Nor.....	1 13/4	Feed..	0 73/4	40
Minneapolis	" 29	1 Hard	1 23	N.G..	0 95	28
Duluth...	" 29	1 Hard.	1 21	No. 4...	1 09/2	11/6
Winnipeg.	" 30	1 Nor..	1 15/4	Feed....	0 75/4	40
Minneapolis	" 30	1 Hard.	1 24/4	N.G.....	0 90	34/4
Duluth.....	" 30	1 Hard.	1 23/1	No. 6..	1 06	17/1
Winnipeg.	" 31	1 Nor...	1 15	Feed....	0 75	40
Minneapolis	" 31	1 Hard.	1 26/4	Rej...	0 98	28/4
Duluth.....	" 31	1 Hard.	1 21/2	No. 4.	1 09/4	11/6
	1916					
Winnipeg.	Jan 1			Holiday.		
Minneapolis.....	" 1			"		
Duluth.....	" 1			"		
Winnipeg...	" 3	1 Nor..	1 13	Feed..	0 73	40
Minneapolis.....	" 3	1 Hard	1 24	Rej..	1 00	24
Duluth.....	" 3	1 Nor..	1 23	Rej..	0 98	25
Winnipeg.	" 4	1 Nor.....	1 15/6	Feed..	0 76	39/6
Minneapolis	" 4	1 Hard	1 25/3	Rej..	0 96	29 3
Duluth.....	" 4	1 Hard	1 22/5	Rej..	0 98	24/5
Winnipeg...	" 5	1 Nor..	1 16	Feed...	0 76	40
Minneapolis	" 5	1 Hard	1 29/1	Rej..	0 95	34/1
Duluth.....	" 5	1 Hard	1 23/6	No. 4.	1 06/4	17/2
Winnipeg...	" 6	1 Nor...	1 16	Feed..	0 77/6	38 2
Minneapolis	" 6	1 Hard	1 28/2	N.G.....	0 91	37/2
Duluth.....	" 6	1 Hard	1 25	No. 4.	1 08/5	16/3
Winnipeg...	" 7	1 Nor..	1 14/6	Feed..	0 77/4	37/2
Minneapolis	" 7	1 Hard.	1 27/4	Rej.....	0 96	31/4
Duluth.....	" 7	1 Nor.....	1 24/4	No. 4.	1 08/5	15/7
Winnipeg....	" 8	1 Nor..	1 16	Feed..	0 78	48
Minneapolis.	" 8	1 Hard	1 26/4	N.G.....	1 04/6	21/6
Duluth.....	" 8	1 Nor.....	1 24/1	No. 4.	1 11/4	12/5



## SESSIONAL PAPER No. 10d

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	\$ cts.
Winnipeg.	Jan. 10	1 Nor..	1 15/2	Feed.....	0 77/6	37/4
Minneapolis.	" 10	1 Hard	1 28	N.G.....	1 01	27
Duluth.....	" 10	1 Hard.	1 23/3	3 Nor.....	1 12/3	11
Winnipeg.....	" 11	1 Nor..	1 17/4	Feed..	0 80/4	37/
Minneapolis...	" 11	1 Hard	1 27/7	Rej.	0 90	37/7
Duluth..	" 11	1 Hard..	1 25	N.G.....	1 08/7	16/1
Winnipeg..	" 12	1 Nor..	1 19/1	Feed..	0 81/5	37/4
Minneapolis.	" 12	1 Hard.	1 30/2	N.G.	0 97	33/2
Duluth..	" 12	1 Hard.....	1 26/6	No. 4.	1 07/7	18/7
Winnipeg.	" 13	1 Nor..	1 19/2	Feed..	0 81/6	37/4
Minneapolis	" 13	1 Hard.	1 32	N.G.....	1 09	23
Duluth.....	" 13	1 Hard	1 26/7	No. 4.	1 05	21/7
Winnipeg.....	" 14	1 Nor..	1 19/3	Feed..	0 82/1	37/2
Minneapolis.....	" 14	1 Hard	1 31/2	No. 4.	1 13	18/2
Duluth.....	" 14	1 Hard.....	1 27/4	No. 4.....	1 14/2	13/2
Winnipeg.....	" 15	1 Nor.....	1 20/2	Feed.....	0 82/7	37/4
Minneapolis.	" 15	1 Hard.....	1 31/1	Rej.	1 00	31/1
Duluth.....	" 15	1 Hard	1 27/3	3 Dur.....	1 14	13/3
Winnipeg.....	" 17	1 Nor....	1 21/6	Feed..	0 85	36 6
Minneapolis....	" 17	1 Hard	1 32/6	Rej...	1 06	26/6
Duluth.....	" 17	1 Hard	1 28/7	No. 4.	1 13/4	15/3
Winnipeg.	" 18	1 Nor..	1 25/4	Feed..	0 88/6	36/6
Minneapolis...	" 18	1 Hard	1 35/6	Rej.	1 00	35/6
Duluth.....	" 18	1 Hard	1 31/5	No. 4.	1 15/6	15/7
Winnipeg.....	" 19	1 Nor.....	1 24/4	Feed.....	0 87/4	37
Minneapolis..	" 19	1 Hard.....	1 35/4	Rej.....	1 06	29/4
Duluth.....	" 19	1 Hard.....	1 30/5	No. 4.	1 10	20/5
Winnipeg.	" 20	1 Nor...	1 24/1	Feed..	0 88/3	35/6
Minneapolis.	" 20	1 Hard.....	1 34/5	Rej...	1 12	22/5
Duluth....	" 20	1 Hard.....	1 30	Rej...	1 10	20
Winnipeg.....	" 21	1 Nor.....	1 26/4	Feed..	0 90/2	36/2
Minneapolis..	" 21	1 Hard.....	1 37/3	No. 4.	1 19/5	17/6
Duluth.....	" 21	1 Hard...	1 33	N.G.....	1 15	18
Winnipeg....	" 22	1 Nor.....	1 27	Feed..	0 96/2	30/6
Minneapolis.	" 22	1 Hard.....	1 38	No. 4.	1 17/4	20/4
Duluth.....	" 22	1 Hard	1 33/1	Rej...	1 09	24/1
Winnipeg....	" 24	1 Nor.....	1 27/5	Feed..	0 98/7	28/6
Minneapolis.	" 24	1 Hard.....	1 38/2	N.G.....	1 00	38/2
Duluth.....	" 24	1 Hard.....	1 33/2	Rej...	1 06	27/2
Winnipeg.....	" 25	1 Nor.....	1 29/6	Feed.....	1 01/6	28/
Minneapolis.	" 25	1 Hard....	1 40/1	No. 4.	1 15/7	24/2
Duluth.....	" 25	1 Hard.	1 35/3	No. 4.	1 23/4	11/7
Winnipeg.....	" 26	1 Nor..	1 29/1	Feed..	1 01/1	28
Minneapolis..	" 26	1 Hard.....	1 42/4	N.G.....	1 15	27/4
Duluth.....	" 26	1 Hard....	1 36	Rej.....	1 17/6	18/2
Winnipeg....	" 27	1 Nor....	1 29/6	Feed..	1 01/6	28
Minneapolis.	" 27	1 Hard.....	1 41/6	Rej....	1 10	31/6
Duluth.....	" 27	1 Hard.....	1 36/2	3 Nor.....	1 25/2	11



7 GEORGE V, A. 1917

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	\$ cts.
Winnipeg.	Jan. 28	1 Nor.....	1 28/5	Feed..	0 99/3	29/2
Minneapolis	" 28	1 Hard.....	1 42/2	N.G.	1 07	35/2
Duluth..	" 28	1 Hard.....	1 35/1	2 Dur.....	1 24/1	11
Winnipeg.	" 29	1 Nor..	1 26/1	Feed..	0 97/1	29
Minneapolis	" 29	1 Hard.....	1 40/6	N.G.....	1 15/4	25/2
Duluth..	" 29	1 Nor.	1 36/1	2 Dur..	1 22/5	13/4
Winnipeg.	" 31	1 Nor..	1 23/5	Feed..	0 94/5	29
Minneapolis	" 31	1 Hard.....	1 40	No. 4.	1 10/4	29/4
Duluth.....	" 31	1 Nor..	1 33/4	3 Nor.....	1 20	13/4
Winnipeg.	Feb. 1	1 Nor..	1 26/5	Feed..	0 97/5	29
Minneapolis	" 1	1 Hard	1 39/2	No. 4.	1 14/4	24/6
Duluth..	" 1	1 Hard.....	1 33/5	2 Dur.....	1 18	15 5
Winnipeg.	" 2	1 Nor..	1 25	Feed..	0 96	29
Minneapolis.....	" 2	1 Nor.....	1 38/1	Rej.	1 15	23/1
Duluth..	" 2	1 Hard.....	1 32	Rej.	1 13/4	18/4
Winnipeg.	" 3	1 Nor..	1 25/5	Feed..	0 96/5	29
Minneapolis.....	" 3	1 Hard	1 38	Rej.....	1 00	28
Duluth..	" 3	1 Nor..	1 34	Rej.	1 08	26
Winnipeg.	" 4	1 Nor.	1 27/5	Feed..	0 98/1	29/4
Minneapolis	" 4	1 Hard...	1 39/1	Rej.	1 19	20/1
Duluth..	" 4	1 Hard.....	1 33/2	No. 4.	1 18/3	14/7
Winnipeg.	" 5	1 Nor.....	1 27/2	Feed.....	0 97/6	29/4
Minneapolis	" 5	1 Hard	1 37/7	Rej.	1 21	16/7
Duluth..	" 5	1 Nor.....	1 33/1	3 Nor..	1 21/2	11 7
Winnipeg.	" 7	1 Nor..	1 23	Feed..	0 93/4	29/4
Minneapolis	" 7	1 Hard.....	1 38/1	3 Nor..	1 18/5	19/4
Duluth..	" 7	1 Nor..	1 33	No. 4.	1 13/3	19/5
Winnipeg	" 8	1 Nor ..	1 25/1	Feed	0 95 5	29/4
Minneapolis	" 8	1 Hard.....	1 36/1	Rej	1 08	28/1
Duluth.....	" 8	1 Nor	1 32	3 Nor. ....	1 19/4	12/4
Winnipeg ..	" 9	1 Nor ..	1 22/5	Feed.....	0 93/1	29/4
Minneapolis	" 9	1 Hard.....	1 33/4	Rej.....	1 10	23/4
Duluth.....	" 9	1 Hard.....	1 27/6	3 Nor.....	1 16/6	11
Winnipeg...	" 10	1 Nor.....	1 22/6	Feed.....	0 93/4	29/2
Minneapolis	" 10	1 Hard.	1 34	Rej.....	1 10/4	23/4
Duluth....	" 10	1 Nor..	1 30/6	N.G....	1 15/2	15 4
Winnipeg...	" 11	1 Nor ..	1 24	Feed.....	0 94/4	29/4
Minneapolis.....	" 11	1 Hard	1 34/3	Rej.....	1 09	25/3
Duluth.....	" 11	1 Hard.....	1 28/2	No. 4.....	1 07	21/2
Winnipeg...	" 12	1 Nor ..	1 24/4	Feed .....	0 95	29/4
Minneapolis	" 12	Holiday				
Duluth.....	" 12	"				
Winnipeg...	" 14	1 Nor .....	1 23/2	Feed.....	0 93 4	29/6
Minneapolis	" 14	1 Hard	1 34/2	N.G.....	1 00	34/2
Duluth.....	" 14	1 Nor .....	1 29	3 Nor.....	1 19/3	9/5
Winnipeg.....	" 15	1 Nor. ....	1 24/1	Feed. ....	0 95/3	28/6
Minneapolis	" 15	1 Hard.....	1 34/6	Rej.....	1 11/4	23/2
Duluth.....	" 15	1 Hard	1 32/5	No. 4.....	1 14/1	18/4



SESSIONAL PAPER No. 10d

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916		\$ cts.		\$ cts.	\$ cts.
Winnipeg	Feb. 16	1 Nor	1 25/7	Feed	0 96/7	29
Minneapolis	" 16	1 Hard.	1 36/4	N.G.....	1 00	36/4
Duluth	" 16	1 Hard.	1 34/3	Rej	1 05	29/3
Winnipeg	" 17	1 Nor.....	1 25/3	Feed	0 96/1	29/2
Minneapolis	" 17	1 Hard	1 35/1	Rej ..	1 08/7	26/2
Duluth	" 17	1 Hard	1 33/1	No. 4	1 16/3	16/6
Winnipeg	" 18	1 Nor.	1 26/2	Feed..	0 96/6	29/4
Minneapolis	" 18	1 Hard	1 36	N.G.....	0 80	56
Duluth	" 18	1 Hard	1 33/7	No. 4.....	1 13/6	20/1
Winnipeg	" 19	1 Nor	1 24/6	No. 6	1 02/6	22
Minneapolis	" 19	1 Hard.....	1 35/2	No. 4	1 15/4	19/6
Duluth.....	" 19	1 Hard	1 31/6	No. 4.....	1 15/1	16 5
Winnipeg	" 21	1 Nor	1 22/2	Feed	0 94	28/2
Minneapolis	" 21	1 Hard.....	1 31/5	N.G.....	0 97	34/5
Duluth	" 21	1 Nor.....	1 32/4	3 Nor.....	1 14/6	17/6
Winnipeg	" 22	1 Nor.....	1 18/7	Feed	0 90/7	28
Minneapolis	" 22					
Duluth	" 22					
Winnipeg	" 23	1 Nor ..	1 20	Feed	0 91/6	28/2
Minneapolis	" 23	1 Hard.	1 27/4	N.G.....	1 00	27/4
Duluth	" 23	1 Nor.....	1 28	4 Dur	1 09	19
Winnipeg	" 24	1 Nor	1 14/7	Feed.	0 86/5	28/2
Minneapolis	" 24	1 Hard.....	1 32	Rej...	1 05	27
Duluth	" 24	1 Nor.....	1 24/5	No. 4	1 01/6	22/7
Winnipeg	" 25	1 Nor.....	1 16/6	Feed	0 88/2	28/4
Minneapolis	" 25	1 Hard...	1 22/3	Rej	0 91/6	30 5
Duluth	" 25	1 Nor	1 25/3	No. 4...	1 01/6	23 5
Winnipeg	" 26	1 Nor	1 11	Feed	0 82/4	28/4
Minneapolis	" 26	1 Hard.	1 22/6	No. 4	1 00	22/6
Duluth	" 26	1 Nor.....	1 20	No. 3.....	1 02	18
Winnipeg...	" 28	1 Nor.....	1 05/4	2 N. Rej....	0 95/4	10
Minneapolis	" 28	1 Hard	1 16	N.G	0 93/3	22/5
Duluth.....	" 28	1 Nor.....	1 18	3 Nor.....	0 98/2	19/6
Winnipeg.	" 29	1 Nor	1 09/6	Rej. 2.....	0 99/6	10
Minneapolis	" 29	1 Hard.	1 16/3	Rej...	0 94/2	22/1
Duluth.....	" 29	1 Nor.....	1 14/4	No. 4.....	0 94	20/4
Winnipeg	Mar. 1	1 Nor	1 08/3	No. 5	0 91/6	16/5
Minneapolis	" 1	1 Hard...	1 19	Rej.	0 93/4	25/4
Duluth.....	" 1	1 Hard	1 12/7	No. 4.....	0 95/1	17/6
Winnipeg	" 2	1 Nor	1 08/3	No. 6	0 84/5	23/6
Minneapolis	" 2	1 Hard	1 17/2	N.G	0 91	26/2
Duluth.....	" 2	1 Hard	1 13	3 Nor.....	1 00/4	12/4
Winnipeg	" 3	1 Nor	1 113/	No. 6	0 87/5	23/6
Minneapolis	" 3	1 Hard	1 195	No. 4	0 97	22 5
Duluth	" 3	1 Hard	1 16	No. 4	0 99	17
Winnipeg	" 4	1 Nor	1 10/5	No. 6	0 86/6	23/7
Minneapolis	" 4	1 Hard	1 20/7	N.G..	1 00	20/7
Duluth.....	" 4	1 Hard	1 15/4	No. 4.....	1 00/1	15/3



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STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	
Winnipeg...	Mar- 6	1 Nor.....	1 13/1	No. 6..	0 89/1	24
Minneapolis..	" 6	1 Hard	1 23/3	N.G.....	0 92	31/3
Duluth...	" 6	1 Hard.....	1 18/5	No. 4.....	1 00	18/5
Winnipeg...	" 7	1 Nor.....	1 11	No. 6..	0 87	24
Minneapolis..	" 7	1 Hard.....	1 21/5	No. 4.....	0 94	27/5
Duluth..	" 7	1 Hard.	1 16/1	No. 4.....	1 00	16/1
Winnipeg...	" 8	1 Nor.....	1 08/5	No. 6..	0 84/3	24/2
Minneapolis..	" 8	1 Hard.....	1 19/3	N.G.....	0 85	34/3
Duluth.....	" 8	1 Hard.....	1 13/5	3 Nor....	0 99/5	14
Winnipeg.....	" 9	1 Nor. ....	1 09/2	No. 6..	0 85	24/2
Minneapolis..	" 9	1 Hard.....	1 18/2	Rej.....	0 98	22/2
Duluth.....	" 9	1 Hard.	1 16	No. 4..	0 92/3	23/5
Winnipeg...	" 10	1 Nor. ....	1 10/5	No. 6..	0 86/3	24/2
Minneapolis	" 10	1 Hard.....	1 22	No. 4..	0 90	32
Duluth..	" 10	1 Hard.....	1 14/6	No. 4.....	1 00	14/6
Winnipeg...	" 11	1 Nor. ....	1 08/6	No. 6..	0 84/4	24/2
Minneapolis	" 11	1 Hard.	1 18/2	Rej....	0 92	26/2
Duluth..	" 11	1 Nor. ....	1 15	3 Nor..	0 98/5	16/3
Winnipeg...	" 13	1 Nor. ....	1 07/5	No. 6..	0 83/6	23/7
Minneapolis	" 13	1 Hard.	1 16	N.G.....	0 87/6	28/2
Duluth....	" 13	1 Nor. ....	1 14	3 Nor..	0 97/7	16/1
Winnipeg...	" 14	1 Nor. ....	1 07/6	Feed....	0 78/3	29/3
Minneapolis	" 14	1 Hard.	1 16/4	Rej.....	0 95	21/4
Duluth.....	" 14	1 Hard.	1 12/2	3 Nor.....	0 98/2	14
Winnipeg...	" 15	1 Nor.....	1 08/4	Feed.....	0 79/4	29
Minneapolis	" 15	1 Hard.	1 17/1	N.G.....	0 88	29/1
Duluth.....	" 15	1 Hard...	1 13/7	No. 4..	0 95/5	18/2
Winnipeg...	" 16	1 Nor.....	1 09/6	Feed... ..	0 80/6	29
Minneapolis	" 16	1 Hard..	1 18/1	Rej...	0 95	23/1
Duluth.....	" 16	1 Hard...	1 14/5	3 Nor.....	1 00/5	14
Winnipeg...	" 17	1 Nor.....	1 06/7	Feed..	0 76/7	30
Minneapolis	" 17	1 Hard.....	1 17/1	No. 4..	0 95/2	21/7
Duluth.....	" 17	1 Nor.....	1 14	3 Nor.....	0 97/5	16/3
Winnipeg...	" 18	1 Nor.....	1 06	Feed..	0 76	30
Minneapolis	" 18	1 Hard.....	1 14/1	Rej.....	0 85	29/1
Duluth.....	" 18	1 Nor.....	1 13	No. 3.....	0 96/3	16 5
Winnipeg...	" 20	1 Nor. ....	1 08/6	No. 5	0 91/6	17
Minneapolis.	" 20	1 Hard.....	1 17	N. G.....	0 90	27
Duluth.....	" 20	1 Hard.....	1 13/4	2 Dur.....	0 97/7	15/5
Winnipeg....	" 21	1 Nor.....	1 08/2	No. 6..	0 83	25/2
Minneapolis.	" 21	1 Hard	1 16/6	No. 4..	0 97/2	19/4
Duluth.....	" 21	1 Nor.....	1 13/3	No. 4..	0 95/6	17/5
Winnipeg....	" 22	1 Nor	1 08	Feed .	0 77/4	30/4
Minneapolis	" 22	1 Hard.....	1 17/6	Rej...	0 91/1	26 5
Duluth...	" 22	1 Nor.....	1 13/4	No. 4	0 95	18/4
Winnipeg...	" 23	1 Nor.....	1 07/7	Feed.....	0 76/2	31/5
Minneapolis..	" 23	1 Hard.....	1 16	Rej...	0 95	21
Duluth.....	" 23	1 Nor.....	1 13	2 Dur	0 97/6	15/2



## SESSIONAL PAPER No. 10d

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	\$ cts.
Winnipeg	Mar. 24	1 Nor.....	1 07/4	Feed.....	0 76/2	31 1/2
Minneapolis.	" 24	1 Hard	1 15/3	N. G	0 90	25/3
Duluth	" 24	1 Hard.....	1 14/4	2 Dur.....	0 97/7	16/5
Winnipeg	" 25	1 Nor	1 07/4	Feed	0 77/2	30/2
Minneapolis.....	" 25	1 Hard.	1 15/6	Rej	0 93	22/6
Duluth	" 25	1 Hard	1 12/3	2 Dur.....	0 97/7	14 1/4
Winnipeg	" 27	1 Nor	1 09	Feed	0 78/4	30/4
Minneapolis.....	" 27	1 Hard	1 17/2	N. G	0 85	32/2
Duluth	" 27	1 Hard	1 14/2	3 Nor.....	1 00/2	14
Winnipeg	" 28	1 Nor	1 11/1	Feed	0 80/5	30/4
Minneapolis.	" 28	1 Hard	1 20/2	Rej	0 96	24/2
Duluth	" 28	1 Hard	1 15/6	No. 4.....	0 98/3	17/3
Winnipeg	" 29	1 Nor	1 10/5	Feed	0 80/3	30/2
Minneapolis	" 29	1 Hard	1 20/7	N. G.....	0 95	25 7/8
Duluth	" 29	1 Hard	1 16/3	2 Dur	1 01/6	14/5
Winnipeg	" 30	1 Nor	1 12/2	Feed	0 84/3	27/7
Minneapolis	" 30	1 Hard	1 21/4	No. 4	0 95/7	25/5
Duluth	" 30	1 Hard	1 18/1	2 Dur	1 03/4	14/5
Winnipeg	" 31	1 Nor.	1 12/4	Feed	0 82/5	29/7
Minneapolis	" 31	1 Hard	1 22/2	No. 4	1 00/5	21/5
Duluth...	" 31	1 Hard	1 17/5	2 Dur	1 03/1	14/4
Winnipeg	April 1	1 Nor..	1 14/7	Feed	0 85/1	29/6
Minneapolis.....	" 1	1 Hard	1 24/1	Rej	1 02/4	21/5
Duluth...	" 1	1 Hard	1 19/6	No. 4	1 04/1	15/5
Winnipeg	" 3	1 Nor	1 19	Feed	0 89/2	29/6
Minneapolis.	" 3	1 Hard	1 27/4	N. G	0 85	42/4
Duluth	" 3	1 Hard	1 24/3	N. G.....	1 06/4	17/7
Winnipeg	" 4	1 Nor	1 18/2	Feed	0 88/6	29/4
Minneapolis	" 4	1 Hard	1 28	Rej	0 90	38
Duluth.....	" 4	1 Hard	1 23/7	2 Dur.....	1 08	15/7
Winnipeg	" 5	1 Nor	1 16/3	Feed	0 86/6	29/5
Minneapolis.	" 5	1 Hard.	1 27/5	No. 4.....	1 03	24/5
Duluth	" 5	1 Hard.	1 25/4	2 Dur	1 06/2	19/2
Winnipeg	" 6	1 Nor	1 15/7	Feed	0 86/2	29/5
Minneapolis	" 6	1 Hard	1 26/2	Rej	0 92	34/2
Duluth.....	" 6	1 Hard.	1 22/1	3 Mxd. Dur.	1 01/1	21
Winnipeg	" 7	1 Nor	1 15	Feed	0 85/3	29/5
Minneapolis.	" 7	1 Hard	1 26/3	Rej	1 02/2	24/1
Duluth.....	" 7	1 Hard	1 21/5	3 Mxd. Dur.	1 01/1	20/4
Winnipeg	" 8	1 Nor	1 12/7	Feed	0 83/2	29/5
Minneapolis.	" 8	1 Hard	1 25	N. G...	0 80	45
Duluth...	" 8	1 Hard.	1 20/1	4 Dur.....	1 02	18/1
Winnipeg	" 10	1 Nor	1 13/7	Feed	0 84/4	29/3
Minneapolis	" 10	1 Hard.	1 24/5	N. G.	0 85	39 1/2
Duluth.....	" 10	1 Hard.	1 21/3	3 Dur	1 03	18/3
Winnipeg	" 11	1 Nor	1 15/5	Feed.	0 85/5	30
Minneapolis.....	" 11	1 Hard.	1 26/7	Rej...	0 90	36/7
Duluth.....	" 11	1 Hard.....	1 22/4	4 Dur	0 81	41/4



7 GEORGE V, A. 1917

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	\$ cts.
Winnipeg	April 12	1 Nor.....	1 15/4	Feed.....	0 86/2	30/2
Minneapolis	" 12	1 Hard.....	1 28/4	N. G.....	0 98	30/4
Duluth	" 12	1 Hard.....	1 23/4	Mxd. Dur...	0 95	28/4
Winnipeg...	" 13	1 Nor.....	1 14	Feed.....	0 83/6	30/2
Minneapolis..	" 13	1 Hard.....	1 27/4	No. 4.....	1 00/2	27/2
Duluth.....	" 13	1 Nor.....	1 23/7	3 Dur	1 01	22/7
Winnipeg.....	" 14	1 Nor.....	1 13/6	Feed.....	0 83/2	30 4
Minneapolis.	" 14	1 Hard.....	1 25	No. 4.....	1 03/7	21/1
Duluth.....	" 14	1 Hard.....	1 19/2	3 Dur.....	1 04/3	14/7
Winnipeg..	" 15	1 Nor	1 14	Feed	0 84	30
Minneapolis.	" 15	1 Hard	1 23/4	N. G.....	1 00	23/4
Duluth.....	" 15	1 Hard.....	1 19	2 Dur.....	1 07	12
Winnipeg...	" 17	1 Nor.....	1 13/3	Feed	0 83/3	30
Minneapolis	" 17	1 Hard.....	1 24/2	Rej	0 99/5	24/5
Duluth.....	" 17	1 Nor.....	1 18/5	4 Dur.....	0 96	22/5
Winnipeg.....	" 18	1 Nor.....	1 14/3	Feed	0 84/3	30
Minneapolis.	" 18	1 Hard	1 23/6	N. G.....	0 91/4	32/2
Duluth.....	" 18	1 Hard.....	1 18/5	3 Dur.....	0 98/4	20/1
Winnipeg.....	" 19	1 Nor.....	1 13/5	Feed.....	0 83/5	30
Minneapolis.	" 19	1 Hard	1 23/4	4 Dur.	1 00/5	22/7
Duluth.....	" 19	1 Hard	1 17/5	3 Dur	1 01	16
Winnipeg.....	" 20	1 Nor.....	1 14/7	Feed.....	0 84/5	30/2
Minneapolis.	" 20	1 Hard.....	1 25	N. G..	0 75	50
Duluth.....	" 20	1 Hard	1 19/6	No. 4.....	0 97/5	22/1
Winnipeg.....	" 21	Holiday				
Minneapolis	" 21	"				
Duluth.....	" 21	"				
Winnipeg	" 22	1 Nor.....	1 13/6	Feed.....	0 83/2	30/4
Minneapolis	" 22	1 Hard	1 24/7	Rej	0 95	29/7
Duluth.....	" 22	1 Hard.....	1 18/1	No. 4.....	1 00	18/1
Winnipeg	" 24	1 Nor.....	1 13/3	Feed.....	0 84/4	28/7
Minneapolis	" 24	1 Hard	1 23/5	Rej	0 95	28/5
Duluth.....	" 24	1 Hard	1 18	4 Mxd. Dur.	0 96/4	21/4
Winnipeg..	" 25	1 Nor.....	1 15	Feed.....	0 85	30
Minneapolis.	" 25	1 Hard.....	1 24/3	N.G. Mxd.		
				Dur	0 90	34/3
Duluth.....	" 25	1 Hard.....	1 19/5	3 Dur..	1 03	16/5
Winnipeg	" 26	1 Nor.....	1 15/6	Feed.....	0 85/2	30/4
Minneapolis.	" 26	1 Hard	1 25/1	N.G..	0 95	30/1
Duluth.....	" 26	1 Hard.....	1 25/5	No. 3.....	1 10/5	15
Winnipeg	" 27	1 Nor.....	1 15/5	Feed.....	0 85/7	29/6
Minneapolis.	" 27	1 Hard.....	1 25/2	4 Mxd. Dur.	1 02	23/2
Duluth.....	" 27	1 Hard	1 19/6	4 H. winter.	1 03	16 6
Winnipeg.	April 28	1 Nor..	1 16/2	Feed.....	0 87/2	29
Minneapolis....	" 28	1 Hard.	1 24/7	No. 4..	1 02/3	22/4
Duluth.....	" 28	1 Hard.....	1 20/1	3 Mxd. Dur.	1 06/2	13/7
Winnipeg.....	" 29	1 Nor..	1 17/3	No. 6..	0 93/5	23/6
Minneapolis..	" 29	1 Hard	1 27/3	No. 4 Mxd.	0 98	29/3
Duluth.....	" 29	1 Hard	1 21/2	3 Mxd. Dur.	1 05/2	16



SESSIONAL PAPER No. 10d

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	
Winnipeg.	May	1 1 Nor.	1 19/3	No. 6.	0 95/4	23/7
Minneapolis	"	1 1 Hard	1 30/7	No. 4 Dur	1 06/4	24/3
Duluth.....	"	1 1 Hard	125	2 Dur..	1 11/7	13/1
Winnipeg.....	"	2 1 Nor.....	1 17/7	No. 6..	0 93/5	24/2
Minneapolis	"	2 1 Hard	1 30/3	N. G.	1 01	29/3
Duluth..	"	2 1 Nor..	1 23	No. 4 Dur.	1 02/2	20 6
Winnipeg.	"	3 1 Nor	1 18/2	No. 6.	0 93/3	24/7
Minneapolis	"	3 1 Hard	1 28	Rej.	1 00	28
Duluth	"	3 1 Hard	1 22/6	No. 3 Dur.	1 08/4	14/2
Winnipeg.	"	4 1 Nor.....	1 17	No. 6.....	0 91/4	25/4
Minneapolis	"	4 1 Hard	1 27/4	Rej.	0 95/4	32
Duluth..	"	4 1 Hard.	1 20/3	3 Smty Dur	1 03/2	17/1
Winnipeg.	"	5 1 Nor.....	1 16/4	No. 6.....	0 91	25/4
Minneapolis.....	"	5 1 Hard	1 26	Rej.....	0 95	31
Duluth.....	"	5 1 Hard	1 20	3 Dur..	1 06	14
Winnipeg.	"	6 1 Nor..	1 18/1	No. 6.	0 92/7	25/2
Minneapolis	"	6 1 Hard	1 28/2	4 Mxd. Dur.	0 95	33 2
Duluth.....	"	6 1 Hard	1 22	3 Dur..	1 03/4	18/4
Winnipeg.....	"	8 Holiday				
Minneapolis.....	"	8 1 Hard	1 29/1	4 Mxd. Dur.	0 95	34/1
Duluth.....	"	8 1 Hard	1 21/5	4 Dur.	1 00	21 5
Winnipeg.	"	9 1 Nor..	1 18/7	Feed. .	0 86/5	32 2
Minneapolis.....	"	9 1 Hard	1 29	Rej...	0 95	34
Duluth..	"	9 1 Hard	1 22/1	3 Mxd. Dur.	1 07	15/1
Winnipeg.....	"	10 1 Nor..	1 20/7	Feed.....	0 90/1	30/6
Minneapolis.....	"	10 1 Hard	1 31/2	Smty. No. 4	0 95	36/2
Duluth.....	"	10 1 Hard	1 24/1	4 Mxd. Dur.	0 91/4	32/5
Winnipeg.....	"	11 1 Nor..	1 20/1	Feed.....	0 89/5	30/4
Minneapolis.....	"	11 1 Hard	1 29/3	Rej...	0 97	32/3
Duluth.....	"	11 1 Hard	1 23/4	3 Smty. Dur	1 05	18/4
Winnipeg.	"	12 1 Nor..	1 19/3	Feed.....	0 89/5	29/6
Minneapolis.	"	12 1 Hard	1 29/2	No. 4.	0 96	33/2
Duluth.....	"	12 1 Hard	1 23/2	3 Mxd. Dur.	1 07/4	15/6
Winnipeg.	"	13 1 Nor..	1 19/7	Feed.....	0 91/1	28/6
Minneapolis.....	"	13 1 Hard	1 29/2	4 Mxd. Dur.	0 96	33/2
Duluth.....	"	13 1 Hard	1 23/5	3 Mxd. Dur.	1 06	17/5
Winnipeg.	"	15 1 Nor..	1 19/3	Feed.....	0 90 6	28/5
Minneapolis.....	"	15 1 Hard	1 28/6	No. 4..	1 03	25/6
Duluth.....	"	15 1 Hard	1 22/7	3 Dur..	1 04/5	18/2
Winnipeg.	"	16 1 Nor . . .	1 19/4	Feed. .	0 91	28 4
Minneapolis.....	"	16 1 Hard	1 28/4	N. G.....	1 01/4	27
Duluth..	"	16 1 Nor.....	1 24/4	3 Mxd. Dur.	1 07/1	17/3
Winnipeg	"	17 1 Nor.....	1 18/3	Feed.....	0 89/7	28/4
Minneapolis.....	"	17 1 Hard..	1 28/2	Rej. .	0 90	38 2
Duluth.....	"	17 1 Hard	1 22/2	3 Mxd. Dur.	1 06	16/2
Winnipeg.	"	18 1 Nor...	1 15/6	Feed....	0 87/6	28
Minneapolis	"	18 1 Hard.	1 27	N. G..	0 90	37
Duluth.....	"	18 1 Hard.....	1 19/2	2 Dur..	1 02/4	16/6



7 GEORGE V, A. 1917

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	\$ cts.
Winnipeg.	May 19	1 Nor..	1 15 4	Feed. ..	0 87/4	28
Minneapolis	" 19	1 Hard.....	1 23/6	4 Mxd. Dur.	0 95	28/6
Duluth	" 19	1 Hard.....	1 19/5	3 Dur..	0 99	20/5
Winnipeg.	" 20	1 Nor.....	1 15	Feed.....	0 87	28
Minneapolis	" 20	1 Hard.....	1 24/4	3 Dur..	1 00	24/4
Duluth.	" 20	1 Nor.....	1 18 4/3	mxld. Dur.	0 97	21/4
Winnipeg...	" 22	1 Nor...	1 13	Feed....	0 85	28
Minneapolis	" 22	1 Hard	1 23/1	No. 4.	0 94	29/1
Duluth..	" 22	1 Nor..	1 18/5	4 Mxd. Dur.	92/4	26/1
Winnipeg.	" 23	1 Nor..	1 13/5	Feed...	0 85 5	28
Minneapolis.	" 23	1 Hard.	1 20 5	No. 4.....	0 90	30/5
Duluth..	" 23	1 Nor ..	1 17 6	4 Dur.....	0 95	22/6
Winnipeg.	" 24	Holiday				
Minneapolis	" 24	1 Hard.	1 21/3	Rej. .	0 90	31/3
Duluth..	" 24	1 Hard.....	1 16 3	3 Mxd. Dur.	0 99	17/3
Winnipeg.	" 25	1 Nor..	1 15/6	Feed.....	0 87/4	28/2
Minneapolis	" 25	1 Hard	1 22	N. G.....	0 85	37
Duluth.....	" 25	1 Hard.	1 16/7	2 Mxd. Dur.	1 04	12/7
Winnipeg.	" 26	1 Nor..	1 16 4	Feed.....	0 88/3	28/1
Minneapolis	" 26	1 Hard	1 23/6	N. G.....	0 86	37/6
Duluth...	" 26	1 Hard	1 18/4	2 Dur.....	1 02	16/4
Winnipeg.	" 27	1 Nor..	1 14	Feed..	0 86	28
Minneapolis	" 27	1 Hard	1 22/5	4 Mxd. Dur.	0 95	27/5
Duluth..	" 27	1 Nor	1 17/4	4 H. Winter	1 00/5	16/7
Winnipeg.	" 29	1 Nor..	1 12/6	Feed....	0 84/4	28/2
Minneapolis	" 29	1 Hard.....	1 20 2	Rej..	0 90	30/2
Duluth..	" 29	1 Nor.....	1 17	No. 4.....	0 96	21
Winnipeg.	" 30	1 Nor..	1 13/1	Feed....	0 84/1	29
Minneapolis	" 30	Holiday..				
Duluth.....	" 30	"				
Winnipeg.	" 31	1 Nor..	1 11/6	Feed.....	0 84	27/6
Minneapolis	" 31	1 Hard.	1 19/6	Rej. .	0 90	29/6
Duluth.....	" 31	1 Hard.	1 14/3	No. 4 Dur..	0 94	20/3
Winnipeg.	June 1	1 Nor..	1 10/5	Feed.....	0 83/1	27/4
Minneapolis	" 1	1 Hard...	1 20/2	3 Dur.....	0 96	24/2
Duluth... ..	" 1	1 Nor..	1 13/2	No. 4.....	0 95	18/2
Winnipeg.	" 2	1 Nor..	1 09/2	Feed:.....	0 82	27/2
Minneapolis	" 2	1 Hard	1 17/6	N. G. Mxd. Dur	0 88	29/6
Duluth..	" 2	1 Hard	1 11/5	No. 4 Mxd..	0 94	17/5
Winnipeg.	" 3	1 Nor...	1 09/3	Feed.....	0 82/2	27/1
Minneapolis	" 3	1 Hard..	1 17/2	N. G.....	0 85	32/2
Duluth.....	" 3	1 Hard.	1 12/1	3 Mxd. Dur.	0 95/6	16/3
Winnipeg....	" 6	1 Nor..	1 10 6	Feed. ..	0 84/3	26/3
Minneapolis	" 6	1 Hard	1 18/3	3 Mxd. Dur.	0 94	24/3
Duluth..	" 6	1 Hard	1 13/2	No. 4.....	0 94/7	18/3
Winnipeg.	" 7	1 Nor..	1 10/2	Feed....	0 83/6	26/4
Minneapolis.....	" 7	1 Hard.	1 18/3	S. G. Mxd. Dur....	0 92	26/3



## SESSIONAL PAPER No. 10d

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	\$ cts.
Duluth..	June 7	1 Hard....	1 13	No. 4 Dur..	0 92/2	20/6
Winnipeg.	" 8	1 Nor..	1 11/1	Feed..	0 84/6	26 3
Minneapolis.	" 8	1 Hard	1 18/1	Rej.	0 90	28/1
Duluth.....	" 8	1 Hard	1 13/6	No. 4 Dur.	0 94/2	19/4
Winnipeg.	" 9	1 Nor..	1 13/5	Feed..	0 87/6	25/7
Minneapolis.	" 9	1 Hard...	1 20/7	N.G....	0 75	45 7
Duluth.....	" 9	1 Hard	1 15/6	3 Mxd. Dur	0 96/6	19
Winnipeg..	" 10	1 Nor..	1 10/6	Feed..	0 84/6	26
Minneapolis.	" 10	1 Hard	1 18/6	N.G. Dur.	0 90	28/6
Duluth.....	" 10	1 Nor.....	1 15/4	S.G. Dur	0 90	25/4
Winnipeg..	" 12	1 Nor.....	1 09/3	Feed.....	0 83/3	26
Minneapolis.	" 12	1 Hard	1 16/4	No. 4.	0 80/7	35/5
Duluth.....	" 12	1 Nor.....	1 14	No. 4 Dur.	0 89	25
Winnipeg.	" 13	1 Nor..	1 10/5	Feed..	0 84/5	26
Minneapolis.	" 13	1 Hard..	1 16/6	No. 4 Dur.	0 87/6	29
Duluth.....	" 13	1 Hard.....	1 12/1	4 Mxd. Dur.	0 93	19/1
Winnipeg..	" 14	1 Nor..	1 09/7	Feed...	0 83/3	26/4
Minneapolis.	" 14	1 Hard...	1 16/7	Rej.	0 78	38/7
Duluth.....	" 14	1 Hard.....	1 10/5	3 Mxd. Dur.	0 94/6	15/7
Winnipeg..	" 15	1 Nor..	1 10/6	Feed..	0 84/2	26/4
Minneapolis.	" 15	1 Hard	1 16/1	Rej.	0 75	41/1
Duluth.....	" 15	1 Nor.....	1 12/1	4 Mxd. Dur.	0 91	21/1
Winnipeg.	" 16	1 Nor..	1 10/1	Feed..	0 86/7	23 2
Minneapolis.	" 16	1 Hard.....	1 16/2	No. 4.	0 90	26/2
Duluth.....	" 16	1 Nor..	1 11	No. 4.	0 89	22
Winnipeg..	" 17	1 Nor..	1 09/1	Feed..	0 82 7	26/2
Minneapolis.	" 17	1 Hard.....	1 14/4	4 Mxd Dur..	0 86/2	28/2
Duluth.....	" 17	1 Nor.....	1 11/2	4 Mxd. Dur.	0 91	20/2
Winnipeg.	" 19	1 Nor..	1 10/6	Feed..	0 84/4	26/2
Minneapolis.	" 19	1 Hard.....	1 15/5	Rej.....	0 80	35 5
Duluth.....	" 19	1 Hard....	1 11/4	3 Dur.....	0 91/4	20
Winnipeg.	" 20	1 Nor.....	1 11/2	Feed.	0 85/2	26
Minneapolis.	" 20	1 Hard.....	1 16/3	N.G.....	0 75	41/3
Duluth.....	" 20	1 Hard.....	1 12/3	3 Mxd. Dur.	0 91	21/3
Winnipeg.	" 21	1 Nor..	1 11/1	Feed..	0 84/7	26/2
Minneapolis.	" 21	1 Hard	1 16/1	Rej.	0 82	34/1
Duluth.....	" 21	1 Hard.....	1 12/1	3 Dur..	0 94/6	17/3
Winnipeg.	" 22	1 Nor..	1 10/7	Feed..	0 84/6	26/1
Minneapolis	" 22	1 Hard	1 16/1	Rej....	0 85	31/1
Duluth.....	" 22	1 Nor..	1 12/5	No. 4 Dur	0 91	21/5
Winnipeg..	" 23	1 Nor..	1 10	Feed..	0 83/7	26/1
Minneapolis	" 23	1 Hard	1 15	N.G.	0 80	35
Duluth.....	" 23	1 Hard.....	109/2	4 Mxd. Dur.	0 91/6	17/4
Winnipeg..	" 24	1 Nor.....	1 10/5	Feed..	0 84/4	26/1
Minneapolis	" 24	1 Hard.....	1 13/6	No. 4.....	0 70	43 6
Duluth.....	" 24	1 Nor.....	1 11/5	2 Mxd. Dur.	0 93	18 5



7 GEORGE V, A. 1917

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	\$ cts.
Winnipeg.	" 26	1 Nor.....	1 10/7	Feed..	0 85/5	25/2
Minneapolis	" 26	1 Hard.....	1 13/6	N.G.....	0 80	33/6
Duluth.....	" 26	1 Hard	1 10/1	No. 4.	0 90	20/1
Winnipeg.....	" 27	1 Nor.....	1 11/3	Feed.....	0 86/1	25/2
Minneapolis.	" 27	1 Hard....	1 15	No. 4.	0 88	27
Duluth..	" 27	1 Nor..	1 10/1	No. 4.	0 86	24 1
Winnipeg	" 28	1 Nor.	1 10/7	Feed..	0 85 5/5	25/2
Minneapolis	" 28	1 Hard	1 13/1	No. 4.	0 80	33/1
Duluth..	" 28	1 Nor.....	1 11/3	3 Mxd. Dur.	0 92/4	18/7
Winnipeg.	" 29	1 Nor.	1 11/2	Feed.	0 86	25/2
Minneapolis.....	" 29	1 Hard	1 14/	No. 4	0 83/2	30/6
Duluth..	" 29	1 Hard	1 11/2	No. 4.....	0 88/2	24
Winnipeg.	" 30	1 Nor.	1 11/7	Feed.	0 86/5	25/2
Minneapolis.....	" 30	1 Hard	1 14/1	Rej.	0 77/2	36/7
Duluth.....	" 30	1 Hard	1 11/3	No. 4.	0 92/7	18 4
Winnipeg.	July 1				Holiday.	
Minneapolis	" 1	1 Hard	1 13/7	Rej.	0 87	26/7
Duluth..	" 1	1 Hard	1 12/4	3 Dur.....	0 93/2	19/2
Winnipeg.....	" 3	1 Nor.....	1 13/6	Feed..	0 88/3	25/3
Minneapolis	" 3				Holiday.	
Duluth.....	" 3				"	
Winnipeg.	" 4	1 Nor..	1 13/3	Feed.....	0 88	25/3
Minneapolis	" 4				Holiday.	
Duluth..	" 4				"	
Winnipeg.	" 5	1 Nor..	1 12/4	Feed.	0 87/2	25/2
Minneapolis.....	" 5	1 Hard	1 14/5	Rej	0 83	31/5
Duluth.....	" 5	1 Hard	1 12	No. 4.....	0 90	22
Winnipeg.	" 6	1 Nor.	1 12	Feed..	0 85/7	26/1
Minneapolis	" 6	1 Hard.....	1 13/6	N.G.....	0 70	43 6
Duluth..	" 6	1 Hard	1 13	N.G.	0 75	38
Winnipeg.	" 7	1 Nor..	1 13/1	Feed.....	0 87	26/1
Minneapolis	" 7	1 Hard	1 14/4	N.G.....	0 82	32 4
Duluth.....	" 7	1 Hard	1 12/2	No. 4 mxd.	0 90	22/2
Winnipeg.	" 8	1 Nor.....	1 14/6	Feed.....	0 89/6	25
Minneapolis.....	" 8	1 Hard	1 18/5	Rej.	0 76	42/5
Duluth.....	" 8	1 Hard	1 15/6	4 Mxd. Dur.	0 92/4	23/2
Winnipeg.	" 10	1 Nor..	1 15	Feed.....	0 91	24
Minneapolis	" 10	1 Hard	1 20/2	No. 4.	0 92	28/2
Duluth..	" 10	1 Hard	1 17/4	4 Dur..	0 94	23/4
Winnipeg.	" 11	1 Nor..	1 14/3	Feed..	0 90/3	24
Minneapolis	" 11	1 Hard	1 21	4 Dur.....	0 90	31
Duluth..	" 11	1 Hard....	1 16/7	N.G. Dur.	0 92/5	24/2
Winnipeg.	" 12	1 Nor..	1 16/4	Feed.	0 92/4	24
Minneapolis	" 12	1 Hard	1 21/6	No. 4.	0 98	23/6
Duluth.....	" 12	1 Hard	1 19/1	No. 4 Dur	0 97/1	22
Winnipeg.	" 13	1 Nor..	1 17/1	Feed..	0 94/4	22/5
Minneapolis.....	" 13	1 Nor..	1 21/3	No. 4 Dur	0 94	27/3
Duluth.....	" 13	1 Hard	1 19/7	No. 3 Dur	1 00/7	19



SESSIONAL PAPER No. 10d

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1915.		\$ cts.		\$ cts.	\$ cts.
Winnipeg.	July 14	1 Nor.	1 15/4	Feed.	0 91/4	21
Minneapolis.	" 14	1 Hard.	1 23	No. 2 Dur.	1 02	21
Duluth.	" 14	1 Nor.....	1 19/7	No. 4 Dur	0 97	22 7
Winnipeg.	" 15	1 Nor.	1 17	Feed.	0 93	24
Minneapolis.	" 15	1 Hard	1 21/1	N.G.	0 88	33/1
Duluth.	" 15	1 Nor.	1 18/5	N.G.	0 88	30/5
Winnipeg.	" 17	1 Nor.....	1 16/4	Feed.	0 92/4	24
Minneapolis.	" 17	1 Hard	1 23/5	N.G.	1 00/6	22/7
Duluth.....	" 17	1 Nor.....	1 18/5	No. 3 Dur	1 02	16/5
Winnipeg.	" 18	1 Nor	1 15/6	Rej. 3.	1 03	12/6
Minneapolis.....	" 18	1 Hard	1 23/4	N.G.....	0 75	48/4
Duluth.....	" 18	1 Nor.....	1 21	N.G. Dur	1 01/2	19/6
Winnipeg.	" 19	1 Nor	1 15/4	N.G. No. 4.	0 98	17/4
Minneapolis.	" 19	1 Hard	1 22/3	N.G.....	0 86	36/3
Duluth.	" 19	1 Hard	1 20/1	N.G.....	0 90	30/1
Winnipeg.	" 20	1 Nor	1 18	No. 5	1 01/4	16/4
Minneapolis.	" 20	1 Nor	1 23/5	N.G.....	0 70	53 5
Duluth.	" 20	1 Nor	1 18/1	N.G. Dur	0 99	19/1
Winnipeg.....	" 21	1 Nor.....	1 17/3	N.G. No. 4.	0 98/7	18/4
Minneapolis.	" 21	1 Hard.	1 27/2	N.G.....	0 90	37/2
Duluth....	" 21	1 Nor.	1 19/6	N.G. Dur	0 90	29/6
Winnipeg ..	" 22	1 Nor ..	1 19/4	N.G. No. 4.	1 01	18/4
Minneapolis	" 22	1 Hard.	1 28/6	N.G.....	1 04	24/6
Duluth ..	" 22	1 Nor.....	1 22/3	N.G. Dur	0 96	26/3
Winnipeg ..	" 24	1 Nor ..	1 22	N.G. No. 4.	1 03/6	18/2
Minneapolis	" 24	1 Hard.	1 30/4	N.G.....	0 90	40/4
Duluth ..	" 24	1 Nor ..	1 24	No. 3 Dur	1 04/6	19/2
Winnipeg ..	" 25	1 Nor ..	1 20/4	N.G. No. 4.	1 00/6	19/6
Minneapolis	" 25	1 Nor.	1 31/6	No. 3 Dur	1 09/4	22/2
Duluth ....	" 25	1 Nor.	1 26/4	No. 4 Dur	1 02/2	24/2
Winnipeg ..	" 26	1 Nor	1 21/1	N.G. No. 4.	1 01/4	19/5
Minneapolis	" 26	1 Hard	1 30/1	N.G.....	0 88	42 1
Duluth ....	" 26	1 Nor	1 27/6	N.G. Dur	1 00/4	27 2
Winnipeg ..	" 27	1 Nor	1 25/6	No. 6	1 01/6	24
Minneapolis	" 27	1 Hard	1 32/7	No. 4	0 93	39/7
Duluth ....	" 27	1 Nor	1 25/6	N.G. Dur	1 09	16/6
Winnipeg...	" 28	1 Nor	1 26/4	N.G. No. 4.	1 05	21/4
Minneapolis	" 28	1 Hard...	1 35 5	N.G.....	0 97 5	38
Duluth... ..	" 28	1 Nor ..	1 29	No. 4.....	1 08/5	20/3
Winnipeg...	" 29	1 Nor	1 25/3	N.G. No. 4.	1 03/6	21/5
Minneapolis	" 29	1 Hard.	1 31/4	Rej	0 92	39/4
Duluth.....	" 29	1 Hard	1 30/4	Rej ..	0 95	35/4
Winnipeg...	" 31	1 Nor	1 25/2	No. 6	1 01/6	23/4
Minneapolis	" 31	1 Hard	1 31/6	N.G.....	0 90	41/6
Duluth.....	" 31	1 Nor ..	1 28/5	No. 4.....	1 07/5	21
Winnipeg ..	Aug. 1	1 Nor.	1 28/2	Feed.....	0 97/2	31
Minneapolis.....	" 1	1 Hard.	1 31/6	N.G.....	0 88	43/6
Duluth.....	" 1	1 Nor.....	1 28/2	No. 4 Dur.	1 05	23/2



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STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Continued.*

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price.	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	\$ cts.
Winnipeg	Aug. 2	1 Nor	1 33/4	Feed	1 03	30/4
Minneapolis	" 2	1 Hard	1 38	No. 4	1 05	33
Duluth	" 2	1 Nor	1 31/4	No. 3 Dur.	1 11/1	20/3
Winnipeg	" 3	1 Nor	1 34	Feed	1 02/4	31/4
Minneapolis	" 3	1 Hard	1 42/4	N.G.	1 00	42/4
Duluth	" 3	1 Hard	1 37/3	No. 4 Dur.	1 09/4	27/7
Winnipeg	" 4	1 Nor	1 39	Feed	1 07/4	31/4
Minneapolis	" 4	1 Nor	1 42/4	N.G.	1 00	42/4
Duluth	" 4	1 Nor	1 41	No. 4	1 20	21
Winnipeg	" 5	1 Nor	1 38/7	N.G. No. 4	1 18/1	20/6
Minneapolis	" 5	1 Nor	1 45	N.G.	1 24/3	20 5
Duluth	" 5	1 Nor	1 40/2	No. 4	1 22/5	17/5
Winnipeg	" 7	1 Nor	1 37/6	N.G. No. 4.	1 17	20/6
Minneapolis	" 7	1 Hard	1 46/3	N.G.	0 86	60/3
Duluth	" 7	1 Hard	1 43/6	No. 4	1 22	21/6
Winnipeg	" 8	1 Nor	1 39/1	N.G. No. 4.	1 18/1	21
Minneapolis	" 8	1 Hard	1 43/4	N.G. Dur	0 95	48/4
Duluth	" 8	1 Nor	1 42/6	N.G. Dur	1 16/4	26/2
Winnipeg	" 9	1 Nor	1 51/2	N.G. No. 4.	1 30/6	20/4
Minneapolis	" 9	1 Nor	1 52/5	No. 4	1 20	32/5
Duluth	" 9	1 Nor	1 40/5	N.G. Dur	1 13	27/5
Winnipeg	" 10	1 Nor	1 51/4	Sm. 3 Nor.	1 32	19/4
Minneapolis	" 10	1 Hard	1 58	N.G.	1 05	53
Duluth	" 10	1 Nor	1 49/2	No. 4 Dur.	1 29/6	19/4
Winnipeg	" 11	1 Nor	1 52/1	Feed	1 18/3	33/6
Minneapolis	" 11	1 Hard	1 58	N.G. Dur.	1 31/2	26/6
Duluth	" 11	1 Nor	1 54/5	N.G. Dur	1 35	19/5
Winnipeg	" 12	1 Nor.	1 51/6	Feed	1 17/6	34
Minneapolis	" 12	1 Hard	1 56	N.G.	1 00	56
Duluth	" 12	1 Nor.	1 53/6	No. 3 Dur.	1 33/4	20/2
Winnipeg	" 14	1 Nor	1 45/4	Feed	1 11/2	34/2
Minneapolis	" 14	1 Hard	1 53/7	N.G.	1 07	46 7
Duluth	" 14	1 Hard	1 53/6	No. 3 Dur.	1 34/4	19/2
Winnipeg	" 15	1 Nor	1 48/6	Feed	1 14/2	34/4
Minneapolis	" 15	1 Nor	1 50/6	Rej.	1 08/4	42/2
Duluth	" 15	1 Nor	1 50/5	N.G.	1 00	50/5
Winnipeg	" 16	1 Nor.	1 46/6	Feed	1 11/6	35
Minneapolis	" 16	1 Hard	1 57	Rej.	1 10	47
Duluth	" 16	1 Nor	1 46/2	N.G. Dur.	1 28/4	17/6
Winnipeg	" 17	1 Nor.	1 44/4	Feed	1 09/2	35/2
Minneapolis	" 17	1 Nor	1 55/4	N.G.	1 10	45/4
Duluth	" 17	1 Nor	1 54/7	No. 3 Dur.	1 35	19 7
Winnipeg	" 18	1 Nor	1 50/2	Feed	1 14/6	35/4
Minneapolis	" 18	1 Hard	1 59/2	N.G. Dur.	1 28	31/2
Duluth	" 18	1 Nor	1 53	N.G. Dur	1 07	46
Winnipeg	" 19	1 Nor.	1 55/2	Feed	1 18/6	36/4
Minneapolis	" 19	1 Nor.	1 63/2	N.G.	1 10	53/2
Duluth	" 19	1 Nor	1 57/2	No. 4 Dur.	1 24/4	32/6



## SESSIONAL PAPER No. 10d

STATEMENT, showing the Highest Grade and Price, Lowest Grade and Price, and Amount of the Spread at Winnipeg, Minneapolis and Duluth, daily, for the undermentioned dates—*Concluded*.

Market.	Date.	HIGHEST.		LOWEST.		Spread.
		Grade.	Price	Grade.	Price.	
	1916.		\$ cts.		\$ cts.	\$ cts.
Winnipeg...	Aug. 21	1 Nor...	1 60/6	Feed	1 24/2	36/4
Minneapolis	" 21	1 Hard	1 67/1	Rej	1 20	47/1
Duluth...	" 21	1 Nor...	1 63/4	N.G. Dur	1 38/4	25
Winnipeg...	" 22	1 Nor...	1 58	Feed	1 22	36
Minneapolis	" 22	1 Hard	1 65/6	Rej	1 20	45/6
Duluth...	" 22	1 Nor...	1 65/6	N.G. Dur	1 39/6	26
Winnipeg.....	" 23	1 Nor.....	1 58/4	Feed	1 21/6	36/6
Minneapolis	" 23	1 Nor.....	1 64/2	Rej	1 25/1	39/1
Duluth.....	" 23	1 Nor.....	1 66/2	N.G. Dur	1 39/4	26/6
Winnipeg...	" 24	1 Nor.....	1 57/5	Feed.....	1 21/3	36/2
Minneapolis	" 24	1 Nor...	1 66/6	N.G.....	1 12	54/6
Duluth.....	" 24	1 Nor...	1 65/3	N.G. Dur	1 26/4	38/7
Winnipeg...	" 25	1 Nor.....	1 61/3	Feed. ....	1 25/2	36/1
Minneapolis	" 25	1 Hard	1 67	Rej.....	1 15	52
Duluth.....	" 25	1 Nor...	1 65/4	N.G.....	1 48/4	17
Winnipeg...	" 26	1 Nor.....	1 59/7	Feed.....	1 23/6	36/1
Minneapolis	" 26	1 Nor.....	1 67/2	Rej	1 10	57/2
Duluth.....	" 26	1 Nor. ....	1 62/6	No. 3 Dur.	1 43/4	19/2
Winnipeg.....	" 28	1 Nor.....	1 50/6	Feed.....	1 15/6	35
Minneapolis	" 28	1 Hard	1 63/6	N.G.....	1 10	53/6
Duluth.....	" 28	1 Nor...	1 64/7	No. 4 Dur	1 47/4	17/3
Winnipeg...	" 29	1 Nor.....	1 54/3	Feed.....	1 19/7	34/4
Minneapolis	" 29	1 Hard	1 60/5	Rej.....	1 17/2	43/3
Duluth.....	" 29	1 Nor...	1 60/2	No. 4 Dur.	1 35/4	24, 6
Winnipeg...	" 30	1 Nor.....	1 52/6	Feed.....	1 17/4	35/2
Minneapolis	" 30	1 Hard	1 62/6	Rej	1 13	49/6
Duluth.....	" 30	1 Nor...	1 56/4	No. 4 Dur.	1 30	26/4
Winnipeg	" 31	1 Nor. ...	1 55/7	Feed.....	1 19/7	36
Minneapolis	" 31	1 Hard	1 56/4	Rej	1 10	46/4
Duluth.....	" 31	1 Nor...	1 56/4	No. 4 Dur.	1 32/4	24







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May.	Winnipeg Minneapolis Duluth	1 17 6	1 07 6	1 09 3 1 12 1 1 10 4	1 04 1 07 5 1 07 6	1 20 1 1 24 3 1 23	1 14 6 1 12 3 1 13 1	1 20 1 1 23 6 1 23 4	1 11 4 1 12 6 1 12 7	1 12 6 1 18 3	1 06 3 1 07 2
June	Winnipeg Minneapolis Duluth	1 10 4	1 05	1 09 3 1 12 1 1 10 4	1 04 1 07 5 1 07 6			1 14 2 1 13 3 1 14 2	1 08 7 1 06 1 1 07 6		
July	Winnipeg Minneapolis Duluth	1 24 2	1 07 5	1 23 1 27 6 1 27 1	1 06 5 1 09 3 1 09 7			1 26 5 1 26 6 1 28 4	1 11 7 1 07 3 1 08 6	1 27 5 1 27 6	1 08 6 1 09 6
August	Winnipeg Minneapolis Duluth	1 53 6	1 25 3	1 51 5 1 58 5 1 57 5	1 24 1 1 29 4 1 29 6	1 55 6 1 61 3 1 61 4	1 29 1 48 7 1 43			1 60 7 1 61 2	1 29 2 1 29 7



STATEMENT, showing the quantities of grain discharged at Public Elevators in the East from vessels loaded at Fort William and Port Arthur during the season of navigation, 1916, and the amounts of overages, shortages, etc., according to reports of out-turns received up to and including January 8, 1917.

DEPOT HARBOUR—GRAND TRUNK RAILWAY CO'S ELEVATOR.

Kind of Grain.	Total Amount Bills of Lading.	Total Amount of (Out-turns.	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowance of $\frac{1}{8}$ and $\frac{1}{4}$ bush. per 1,000 bush.	Net Overage or Shortage after taking allowances into account.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb. per 1,000 bush	Bush.	Lb. per 1,000 bush
<i>Canadian Ports—</i> Wheat. Oats.	4,332,630 30	4,331,638-30	1,087 00	2,079-00	507 50	Short 484 10 " 270 29	6 7 9 1	1,805 10 Over 423 00 "	1,321 00 152 05
	1,015,177 03	1,014,506-08		370 29	100 00				18 3 5 1

GODERICH- GODERICH ELEVATOR AND TRANSIT CO. LTD.

Wheat	6,717,815-10	6,710,757-40	217 50	7,275-20	1,532 20	Short 5,525-10 " 3,639 15	49 4 36 1	2,799 10 Short 1,428-06 "	2,726 00 2,211 09	24 3 11 1
Oats	3,427,692-15	3,424,030-00	748 08	4,410-23	23 00	" 133 34	18 7	143 16 Over	9 30	1 3
Barley	344,076 00	343,922-14	420-00	573-34	20 00	" 260 07	34 3			
Flax	327,331 22	327,065-15	19 06	285-13	66 00	Lb. 3,670				
Sample Mixed Grain	Lb. 2,241,600	Lb. 2,237,930		3,670		" 3,670	99 2			

GODERICH—WESTERN CANADA FLOUR MILLS CO., LTD.

Wheat	2,466,789 40	2,464,266 50	117 50	2,700 40	529 40	Short 2,053-10 " 329 23	49 9 45 2	1,027-50 Short 103-17 "	1,025 20 226 06	24 9 31 0
Oats	248,344 03	248,014 14		329 23						

KINGSTON—MONTREAL TRANSPORTATION CO., LTD.

Wheat	12,065 00	11,970 50		94 10	411 22	Short 94 10 " 577 04	470 8 58 1	5 00 Short 140-30 "	89-10 436 08	445 8 43 9
Oats	338,107 00	337,118-08		988 26		" 124 20	40 3	61 32 "	62 36	20 3
Barley	148,020 42	147,896 22		124 20						



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KINGSTON JAS. RICHARDSON & SONS, LTD.

Oats	631,517 22	631,030 00	54 06	541 28	Short	187 22	26, 2	263 00	Short	224 22	12/1
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MIDLAND ABERDEEN ELEVATOR CO., LTD.

Wheat	4,336,159 40	4,333,271 50	412 10	3,300 30	2,426 10	Short	161 10	6 9	1,677 40	Over	1,216 30	18 1
Oats	1,627,697 02	1,624,284 04		3,412 32	377 20	"	3,035 12	63 4	678 08	Short	2,357 04	49, 2
Barley	36,875 30	36,840 20		35 10		"	36 10	45 6	15 16	"	19 42	25 8

MIDLAND- MIDLAND ELEVATOR CO.

Wheat	1,214,696 20	1,213,538 50		1,157 30	301 30	Short	856 00	42/3	506 20	Short	349 40	17/2
Oats	694,145 30	693,710 20		435 10		"	435 10	21 3	289 08	"	146 02	7 1

MONTREAL DOMINION FLOUR MILLS.

Wheat	355,700 50	355,737 10	301 45	265 25	Over	36 20	6 1	148 10	Over	184 30	31 1
Oats	80 000 00	80,023 00	23 00		"	23 00	9 8	33 12	"	56 12	23 9

MONTREAL-OCULAT FLOUR MILLS CO., LTD.

Wheat	5,535 30	5,535 30		24 10		Short	24 10	43 5	8 00	Short	16 10	29 2
Oats	19,228 32	19,204 22										

MONTREAL-ST. LAWRENCE FLOUR MILLS CO.

Wheat	45,840 50	45,816 00		24 50		Short	24 50	32 4	19 00	Short	5 50	7 6
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MONTREAL-HARBOR COMMISSIONERS.

Wheat	164,240 00	462,165 00	6 00	2,081 00	2,082 00	Over	7 00	0 9	193 20	Over	200 20	25 9
Oats	3,191,721 22	3,186,079 26	184 28	5,826 24	3,243 27	Short	2,398 03	25 2	1,329 30	Short	1,068 07	11 1
Barley	1,550,666 07	1,548,340 00	41 40	2,367 47	214 44	"	2,111 11	65/3	646 04	"	1,465 07	45 3
Flax	135 851 24	135,953 00	243 00	141 21	93 00	Over	194 32	80 1				
Sample Mixed Grain	Lb. 1,288,726	Lb. 1,291,184	Lb. 3,672	Lb. 1,214		Over	Lb. 2,458	117 0				



STATEMENT, showing the quantities of grain discharged at Public Elevators in the East from vessels loaded at Fort William and Port Arthur during the season of navigation, 1916, and the amounts of overages, shortages, etc., according to reports of out-turns received up to and including January 8, 1917—*Continued.*

MONTREAL—MONTREAL WAREHOUSING CO., LTD.

Kind of Grain.	Total Amount Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowances of $\frac{1}{8}$ and $\frac{1}{4}$ bush. per 1,000 bush	Net Overage or Shortage after taking allowances into account.	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb. per 1,000 bush	Bush.	Bush.	Lb. per 1,000 bush
Wheat....	116,469 00	116,428-50	8-10	48-20		Short 40 10	21-5	46-40	Over 6-30	3-5
Oats	3,080,977 08	3,067,216-18	737 00	14,497-24	12,251 32	" 1,508-26	16-7	1,283-26	Short 225 00	2-5
Barley..	364,551-03	364,075 00	36 12	512-15	400 30	" 75 21	9-9	151-40	Over 76 19	10 0
Flax....	257,241-24	257,136 34	25-50	130-40	51-44	" 53-02	11-6			
Sample Mixed Grain...	1,102,130 lbs.	1,100,392 lbs.		1,738 lbs.		" 1,738 lbs	9-7			

PORT COLBORNE—CANADIAN GOVERNMENT.

Wheat....	11,124,534 00	11,117,746 50	988 10	7,775-20		Short 6,787-10	36-6	4,635-20	Short 2,151-50	11-66
Oats.	8,368,607-10	8,365,049-18	50-18	3,608-10		" 3,557-26	14-4	3,486-30	" 70-30	3
Barley..	661,239 13	660,900-00	21 18	360-31		" 339-13	24-6	275-24	" 63-37	4-6
Sample Mixed Grain...	3,486,720 lbs.	3,488,700 lbs.	1,980 lbs			Over 1,980 lbs.	34-1			
Elevator Screenings	589 tons..	587-0980 tons		3,020 lbs.		Short 3,020	5-1	Per ton...		

PORT COLBORNE—MAPLE LEAF MILLING CO., LTD.

Wheat....	6,547,611-20	6,541,596-40	744 10	6,758-50	3,978-20	Short 2,036 20	18-9	2,688-30	Over 652-10	6 1
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PORT McNICOLL C.P.R.

Wheat..	23,141,385-50	23,131,073-10	1,060 00	11,372-40	917-50	Short 9,394-50	21-4	9,642 10	Over 247 20	6
Oats.	10,028,659-24	10,021,407 26	237 12	7,489-14	250-14	" 6,992-18	23-7	4,178-20	Short 2,813-32	9-5
Barley .	1,423,537-32	1,422,771 06	80-30	847-08	15-00	" 751-26	25-3	593 06	" 158 20	5-3
Flax....	298,100-00	298,174 26	295 20	220-50		Over 74-26	14-0			
Sample Mixed Grain..	3,771,594 lbs.	3,770,100 lbs.		1,494 lbs.		Short 1,494 lbs.	23-7			



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PORT STANLEY EMPIRE FLOUR MILLS.

Wheat...	114,882-10	114,698-25	183-45	Short	183-45	95-9	47-50	Short	135-55	70-9
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QUEBEC-HARBOR COMMISSIONERS.

Oats.	125,000-00	124,877-12	122-22	Short	97-22	26-60	52-00	Short	45-22	12-4
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TIFFIN-G.T.P. TERMINAL ELEVATOR CO., LTD.

Wheat...	12,859,333-10	12,858,346-00	2,789-40	Over	277-40	1-3	5,358-40	Over	5,635-00	26-3
Oats.	3,381,024-21	3,379,930-28	360-10	Short	1,093-27	11-0	1,408-27	"	315-00	3-2
Barley.	1,092,989-05	1,093,649-32	916-16	Over	660-27	29-0	455-20	"	1,115-47	9-0

BUFFALO.

United States Ports												
Wheat...	83,214,853-50	83,071,498-45	7,741-30	151,096-35	73,776-20	Short	69,578-45	50-2	34,672-50	Short	34,905-55	25-2
Oats...	17,365,650-21	17,343,658-12	1,721-10	23,713-19	1,760-11	"	20,231-32	39-6	7,235-24	"	12,996-08	25-4
Barley...	2,459,574-12	2,458,050-00	1,966-33	3,490-45	1,222-45	"	301-15	14-1	1,024-40	Over	723-25	5-9
Flax...	2,742,103-16	2,739,827-00	241-00	2,517-16	12-28	"	2,263-44	46-3				
	Lb.	Lb.	Lb.	Lb.			Lb.					
Sample Mixed Grain...	2,151,200	2,151,648	584	136		Over	448	12-4				
	Ton.	Ton.	Ton.	Lb.		"	Ton.	Per ton.				
Elevator Screenings	1,817-0320-	1,824-1440	8-0980	1,860		"	7,1120	8-3				

CHICAGO.

Wheat...	100,000-00	99,930-00	122-54	70-00-	Short	70-00	42-0	41-40	Short	28-20	17-0
Flax...	515,827-21	515,256-26		693-49	Over	18-51	2-1				
	Ton.	Ton.		Ton.	Short	Ton.	Per ton.				
Elevator Screenings	1,550-1000	1,545-1150		4,1850	Short	4,1850	6-4				

CLEVELAND.

Wheat...	299,876-10	299,866-40	114-10	123-40	Short	9-30	1-9	125-00	Over	115-30	23-1
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STATEMENT, showing the quantities of grain discharged at Public Elevators in the East from vessels loaded at Fort William and Port Arthur during the season of navigation, 1916, and the amounts of overages, shortages, etc., according to reports of out-turns received up to and including January 8, 1917—Continued.

DETROIT.

Kind of Grain.	Total Amount Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowance of 1/4 and 1/8 bush. per 1,000 bush.		Net Overage or Shortage after taking allowances into account.	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb. per 1,000 bush	Bush.	Lb. per 1,000 bush	Bush.	Lb. per 1,000 bush
Wheat....	100,282 50	100,081-45		201-05		Short 201 05	120.6	41-45	Short 159 20		95.6

DULUTH AND SUPERIOR.

Wheat....	1,946,345 10	1,943,564-40	84-10	2,861-40		Short 2,780-30	85.7	811 00	Short 1,969 30		60.7
Flax....	315,296-30	314,970 37	6-24	332-17		" 325-49	57.9				
Elevator Screenings	43,868-0105	43,790-1706	22-1916	100-0315		" 77,0399	Per ton. 3.5				

FAIRPORT.

Wheat..	4,539,269 10	4,538,521 00	985 50	1,734 00		Short 748-10	9.9	1,891 20	Over 1,143 10		15.1
Oats.	323,304 24	323,310-00	5 10			Over 5-10	.6	134-22	" 139-32		14.7

MILWAUKEE.

Flax....	141,000 00	140,846 10		153 46		Short 153-46	61.1				
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PORT HURON.

Wheat..	562,195-20	561,662 20		533 00		Short 533-00	56.9	234 10	Short 298 50		31.9
Oats	17,344 24	17,267 32		76 26		" 76 26	153.5	7 06	" 69 20		139.2
Barley...	101,587-24	101,908 36	321 12			Over 321-12	151.2	42-12	Over 363 24		171.2
Sample and Grain.	Lb. 562,523	Lb. 561,910		Lb. 613		Short 613	68.1				



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SANDUSKY.

Wheat.. ..	103,550-10	103,382 30	167 40		Short	167 40	97 2	43 10	Short	124 30	72 2
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TOLEDO.

Wheat.... Oats.	429,593 50 130,500 00	429,070 30 130,351 06	523 20 148 28	175 00	Short "	348 20 148 28	48 6 38 8	1 79 00 54 12	Short "	169 20 94 16	23 6 24 6
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7 GEORGE V, A. 1917

STATEMENT, showing the quantities of grain discharged at Public Elevators in the East from vessels loaded at Fort William and Port Arthur during the season of navigation, 1916, and the amounts of overages, shortages, etc., according to reports of out-turns received up to and including January 8, 1917—*Continued.*

Kind of Grain.	Total Amount Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowance of $\frac{1}{2}$ and $\frac{1}{4}$ bush, per 1,000 bush.	Net Overage or Shortage after taking allowances into account.	
						Bush.	Lb. per 1,000 bush		Bush.	Lb. per 1,000 bush
<i>Wheat—</i>										
Canadian Ports..	73,855,689 00	73,814,528 05	7,733 15	48,894 10	13,541 00	Short 27,619 55	22 6	30,600 10	Over 2,980 15	2 4
United States Ports	91,295,966 30	91,147,578 10	8,925 40	157,314 00	73,951 20	" 74,437 00	48 9	38,039 55	Short 36,397 05	23 9
Total	165,151,655 30	164,962,106 15	16,658 55	206,208 10	87,492 20	Short 102,056 55	37 1	68,640 05	Short 33,416 50	12 1
<i>Oats.</i>										
Canadian Ports..	36,257,900 22	36,216,783 00	2,395 14	43,543 02	16,692 13	Short 24,425 09	22 9	15,107 10	Short 9,317 33	8 7
United States Ports	17,836,800 01	17,814,587 16	1,726 20	23,939 05	1,760 11	" 20,452 08	39 0	7,431 30	" 13,020 12	24 8
Total	54,094,700 23	54,031,370 16	4,122 00	67,482 07	18,452 24	Short 44,877 17	28 2	22,539 06	Short 22,338 11	14 0
<i>Barley</i>										
Canadian Ports..	5,621,955 36	5,618,394 46	1,516 20	5,077 10	650 26	Short 2,910 12	24 8	2,342 14	Short 567 46	4 8
United States Ports	2,561,161 36	2,559,958 36	2,287 45	3,490 45	1,222 45	Over 19 45	4	1,067 04	Over 1,087 01	20 4
Total	8,183,117 24	8,178,353 34	3,804 17	8,568 07	1,873 23	Short 2,890 15	17 0	3,409 18	Over 519 03	3 0
<i>Flax</i>										
Canadian Ports..	1,018,524 14	1,018,329 19	583 20	778 15	210 41	Over 15 49	8 7			
United States Ports	3,714,227 11	3,710,900 17	370 22	3,697 16	602 18	Short 2,724 32	41 1			
Total	4,732,751 25	4,729,229 36	953 42	4,475 31	813 06	Short 2,708 39	32 0			
<i>Sample Milled Grain</i>										
Canadian Ports..	11,890,770	11,888,306	5,652	8,116		Lb.				
United States Ports	2,713,723	2,713,558	584	749		Short 2,464	12 4			
Total	14,604,493	14,601,864	6,236	8,865		" 165	3 7			
<i>Elevator Screenings</i>										
Canadian Ports..	589	587 0980	Ton.	Ton.		Ton.	Per ton			
United States Ports	47,235 1425	47,161 0296	31 0896	106 0025		Short 1 1020	5 1			
Total	47,824 1425	47,748 1276	31 0896	107 1045		" 74 1129	3 2			



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STATEMENT, showing the Quantities of Grain held for Winter Storage in Canadian Vessels at the different Canadian Ports, January 1, 1917.

Ports.	Vessels.	Date Loaded.	CARGO.			
			Wheat.	Oats.	Barley.	Sample Mixed Grain.
		1916	Bush	Bush.	Bush.	Lb.
Collingwood	J. A. McKee.....	Dec 8		159,400		
Goderich..	W. C. Franz	" 1		279,265		
"	H. M. Pellatt...	" 8	57,031·10			....
"	Martian	" 8	176,564			
"	Doric..	" 9	106,218·50			
"	America	" 12	108,927·20			
Kingston.	Toiler	" 1		109,356·06		
Midland	Riverton.....	" 1	179,191	108,425·30		
"	J. H. Wade.....	" 3		124,790·08		
"	Atikokan.	" 4	47,500		49,921·42	....
"	Glenfinnan.	" 5		186,999·20		
Port McNicoll.....	J. Frater Taylor...	" 2	139,000			3,151,890
"	W. Grant Morden.	" 6		735,253·32		
"	George A. Graham.	" 9		147,023·08		
"	J. H. G. Hagarty.	" 10		519,525·30		
"	Emperor..	" 11		545,027·04		
Port Stanley.....	Glenlivet	Nov. 30	64,000	55,733·18		
Tiffin.....	A. E. Stewart.	Dec. 9		271,887·32		
"	Glenshee. .	" 12		328,094·14		
Totals at:—						
Collingwood. .				159,400		
Goderich. .			448,741·20	279,265		
Kingston.				109,356·06		
Midland. .			226,691	420,216	49,921·42	
Port McNicoll. .			139,000	1,946,830·06		3,151,890
Port Stanley .			64,000	55,733·18		
Tiffin.....				599,982·12		
Grand Total			878,432·20	3,570,783·08	49,921·42	3,151,890



STATEMENT, showing the quantities of grain carried by vessels loaded at Port William and Port Arthur during the season of navigation, 1916, classified according to steamship companies; and the out-turns, according to reports received from the unloading points up to and including January 7, 1917.

1.—CANADIAN STEAMSHIP COMPANIES.  
ALGOMA CENTRAL STEAMSHIP COMPANY.

Kind of Grain.	Total of Bills of Lading.	Total Amount of Out-turns.	Total of Overages.	Total of Shortages.	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowance of 1 bush. per 1,000 bush.	Net Average or Shortage after taking allowance into Account.		No Out-turns received for.
						Bush.	Lb. per 1,000 bush.		Bush.	Lb. per 1,000 bush.	
Wheat.	7,509,567 20	7,505,458 40	904 30	5,013 10	1,475 00	Short 2,633 40	21 0	1,877 20	Short 756 20	6 0	139,000 00
Oats.	1,604,772 20	1,601,746 06	3,026 14	3,026 14	658 22	" 2,367 26	50 1	401 06	" 1,906 20	41 7	563,455 08
Barley.	544,125 36	543,930 42	183 06	378 00	20 00	" 174 42	15 4	136 00	" 38 42	3 4	
Flax	99,100 00	99,021 14		78 42		" 78 42	44 5				
Sample Mixed Grain.	Lb. 1,919,306	Lb. 1,918,410		Lb. 896		Lb. 896	28 0				Lb. 3,151,890

RASSETT STEAMSHIP COMPANY.

Wheat.	2,494,134 20	2,491,869 40	49 10	2,313 50	975 40	Short 1,289 00	31 0	623 30	Short 665 30	16 0	
Oats	1,383,764 20	1,383,003 10	416 32	1,178 08	3 00	" 758 10	18 7	346 00	" 412 10	10 2	
Barley	110,187 04	110,236 22	98 36	49 18		Over 49 18	21 5	27 24	Over 76 42	33 5	
Flax	24,937 48	24,903 22		34 26	6 00	Short 28 26	63 8				

CANADA ATLANTIC TRANSIT CO.

Wheat.	298,514 40	298,385 00		129 40		Short 129 40	26 0	74 30	Short 55 10	11 0	
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CANADA SHIPPING CO. LTD.

Wheat.	597,447 30	597,032 45		414 45	163 00	Short 251 45	25 3	149 30	Short 102 15	10 3	
Oats	104,034 24	103,902 00		132 24	10 00	" 122 24	40 1	26 00	" 96 24	31 6	



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CANADA STEAMSHIP LINES, LTD.

Wheat.	21,179,170-20	21,160,932-45	1,984-30	18,974-45	5,591-30	Short 11,398-45	32-3	5,294-30	Short 6,104-15	17-3	746,035-00
Oats.	14,268,075-04	14,245,088-10	974-24	23,961-18	13,855-01	" 9,131-27	21-8	3,567-00	" 5,564-27	13-3	1,280,281-02
Barley	2,227,514-01	2,225,113-10	96-04	2,496-43	637-22	" 1,763-17	38-0	556-42	" 1,206-23	26-0	
Flax	528,119-28	528,196-42	350-06	272-48	144-44	Over 222-02	23-6				
	lb.	lb.		lb.		lb.					
Sample Mixed Grain.	2,211,459	2,207,894		3,565		Short 3,565	96-4				

CANADIAN LAKE AND RIVER NAVIGATION CO.

Wheat.	104,230-50	104,235-10	29-10	24-50	2-00	Over 6-20	3-7	26-00	Over 32-20	18-7	
Oats	730,265-03	729,652-32	93-18	705-23		Short 612-05	28-5	182-20	Short 429-19	20-0	
Barley	306,163-39	305,610-38	lb.	553-01	217-44	" 535-05	83-9	76-24	" 458-29	71-9	
	lb.	lb.				lb.					
Sample Mixed Grain.	741,920	745,592	3,672			Over 3,672	306-0				

CANADIAN LAKE COMMERCE, LTD.

Wheat	3,176,346-50	3,174,564-50	476-20	2,258-20	70-00	Short 1,712-00	32-3	794-00	Short 918-00	17-3	
Oats	2,662,299-00	2,659,869-04	12-02	2,441-32	808-32	" 1,620-32	20-7	665-20	" 955-12	12-2	
Barley	673,972-05	673,842-32	352-34	482-07	102-20	" 27-01	1-9	168-24	Over 141-23	10-1	
Flax.	114,250-50	114,096-39		154-11		" 154-11	75-7				

CANADIAN NORTH-WEST STEAMSHIP CO.

Wheat	10,161,222-10	10,152,151-00	929-20	10,000-30	4,892-00	Short 4,179-10	24-7	2,540-20	Short 1,638-50	9-7	47,500-00
Oats.	3,362,532-32	3,360,805-30	250-18	1,977-20		" 1,727-02	17-5	840-20	" 886-16	9-0	147,023-08
Barley	314,412-30	314,431-32	137-14	118-12	15-00	Over 31-02	5-2	78-30	Over 112-32	17-2	49,921-42
Flax	194,626-27	194,497-48	4-36	133-15		Short 128-35	36-9				

CANADIAN PACIFIC RAILWAY CO.—STEAMSHIP LINES.

Wheat.	357,071-00	356,195-10	10-00	885-10		Short 875-50	117-2	89-20	Short 786-30	132-2	
Oats	10,000-00	10,000-00						2-17	Over 2-17	8-5	
Flax	30,000-00	29,973-42		26-14		Short 26-14	42-1				



STATEMENT, showing the quantities of grain carried by vessels loaded at Fort William and Port Arthur during the season of navigation, 1916, classified according to steamship companies; and the out-turns, according to reports received from the unloading points up to and including January 7, 1917—Continued.

CANADIAN STEAMSHIPS COMPANIES—Continued.  
FALLS & STEWART.

Kind of Grain.	Total of Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.	Amount of Allowance of $\frac{1}{4}$ bush. per 1,000 bush.	Net Overage or Shortage after taking allowance into Account.	No Out-turns received for
Elevator Screenings.)	ton. 1,157 1150	ton. 1,155 1230		lb. 3,920		Short 3,920 per ton. 3.4			

FARRAR TRANSPORTATION CO.

	Bush	Bush	Bush.	Bush.	Bush.	Lb. per 1,000 bush.	Bush	Bush	Lb. per 1,000 bush	Bush
Wheat.	6,769,127 40	6,767,029 00	282 50	24 30	Short 2,074 10	18.4	1,692 20	Short 381 50	3.4	
Oats	1,900,975 01	1,900,011 00	271 06		" 964 01	17.2	475 08	" 488 27	8.7	
Flax	40,000 00	39,984 00	16 00		" 16 00	22.4				

JAMES H. HALL.

Wheat.....	331,054 10	331,044 20	255 35	265 25	Short 9 50	1.8	82 50	Over 73 00	13.2	
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MATHEWS STEAMSHIP CO.

Wheat	11,022,859 40	11,615,339 30	773 40	8,293 50	2,891 10	Short 4,629 00	23.9	2,905 40	Short 1,723 20	8.9	179,191 00
Oats	1,637,525 11	1,633,781 16	104 02	3,847 31	538 00	" 3,205 29	66.5	409 20	" 2,796 09	58.0	180,425 30
Barley.....	858,264 25	858,470 30	749 42	543 37	10 00	Over 216 05	12.1	214 26	Over 430 31	24.1	
Flax.....	286,048 47	286,055 36	306 34	299 45	60 00	" 66 45	13.1				
Sample Mixed Grain.	lb. 2,241,600	lb. 2,237,930		lb. 3,670		Short 3,670	99.2				
Elevator Screenings. . .	ton. 589	ton. 587 0980		3,020		" 3,020	per ton. 5.1				



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A. B. MACKAY.

Wheat.....	68,098-20	68,107-20	9-00	1,788 00	Over	9-00	7-9	17-00	Over	26-00	22-9
Oats.....	750,896-16	749,293-00	184 24	1,788 00	Short	603-16	27-3	187-24	Short	415-26	18-8
Barley.....	112,620-37	112,477-24	.....	143 13	"	143-13	60-9	28-06	"	115-07	48-9

MONTREAL TRANSPORTATION CO., LTD.

Oats.....	59,990-00	59,949 00	.....	41 00	3-00	Short	38 00	21-5	15 00	Short	23-00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13-0

JAMES MURPHY.

Wheat.....	1,355,631 30	1,354,369 00	2 00	1,264 30	Short	1,262-30	55-9	339-00	Short	923-30	40-9
Flax.....	207,859-47	207,489-00	.....	370-47	"	370-47	100-0	.....	"	.....	.....
Elevator Screenings...	1,692	1,684-1730	.....	7-0270	"	7 0270	per ton,	.....	.....	.....	.....

JAMES PLAYFAIR-FLEET.

Wheat.....	14,384,968 50	14,337,636 35	1,069 50	10,480-55	Short	8,108 15	33-9	3,586-45	Short	4,521-30	18-9
Oats.....	7,119,776-33	7,111,943-24	51 06	7,887-15	"	7,559 25	36-1	1,780-00	"	5,779-25	27-6
Barley.....	564,837-25	563,679-28	.....	657-45	"	657-45	56-2	141 04	"	516-41	44-2
Flax.....	71,000 00	70,966-40	.....	33-16	"	33-16	26-3	.....	.....	.....	.....
Sample Mixed Grain...	1,852,288	1,851,690	.....	598	"	598	19-8	.....	.....	.....	.....

ST. LAWRENCE AND CHICAGO STEAM NAVIGATION CO., LTD.

Wheat.....	13,598,447-00	13,588,578 00	1,570 20	11,439 20	Short	9,059 00	40-0	3,399-30	Short	5,659-30	25-0
Oats.....	4,624,545-27	4,620,920 12	178 08	3,803-23	"	3,555 15	26-1	1,156 04	"	2,399 11	17-6
Barley.....	395,825-46	395,557-28	3 18	271-36	"	368 18	32-7	99 00	"	169 18	20-7
Sample Mixed Grain...	3,486,720	3,488,700	1,980	.....	Over	1,980	34-1	.....	.....	.....	.....

J. R. SMITH-FLEET.

Wheat.....	1,788,873-40	1,787,621 50	773 10	2,025 00	Short	1,251 50	42-0	447-10	Short	804-40	27-0
Oats.....	69,300-00	69,296-32	.....	3 02	"	3 02	1-5	17 12	Over	14-10	7-0
Barley.....	68,118-36	69,025 00	906 12	.....	Over	906 12	639-7	17 00	"	923-12	651-7
Flax.....	119,647-29	119,630 50	6 24	23 03	Short	16 35	7-8	.....	.....	.....	.....
Elevator Screenings...	2,637-0605	2,633-1660	1,540	4-0485	"	3-0945	per ton,	.....	.....	.....	.....



STATEMENT, showing the quantities of grain carried by vessels loaded at Port William and Port Arthur during the season of navigation, 1916, classified according to steamship companies; and the out-turns, according to reports received from the unloading points up to and including January 17, 1917—Continued.

2.—UNITED STATES STEAMSHIP COMPANIES.  
ATLAS STEAMSHIP CO.

Kind of Grain.	Total of Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowance of $\frac{1}{4}$ Bush. per 1,000 Bush.	Net Overage or Shortage after taking allowance into Account.		No Out-turns received
						Bush.	Lb. per 1,000 bush.		Bush.	Lb. per 1,000 bush	
Wheat.....	1,696,049-00	1,695,088-20	85-00	1,045-40	5-00	Short 955-40	33-8	424-00	Short 531-40	18-8	
Barley.....	134,130-27	134,869-12	816-37	78-04		Over 738-33	264-6	33-24	Over 772-23	276-6	
Elevator Screenings....	24,679-0720	24,640-0196	13-1906	53-0430		Short 39-0524	per ton. 3-2				
J. J. BARLUM.											
Wheat.....	305,000 00	305,098-00	98 00			Over 98-00	19-3	76 10	Over 174 10	34-3	
WILLIAM H. BECKER.											
Wheat.....	1,811,300-10	1,809,432-20		1,867 50	40 00	Short 1,827 50	60-6	452-50	Short 1,375-00	45-6	230,883 10
Oats.....	290,936-16	290,738 28		197-22		" 197 22	23-1	72 24	" 124 32	14-6	263,063-22
Flax.....											
JOHN J. BOLAND.											
Wheat.....	105,144-00	105,081-40		62-20		Short 62-20	35-6	26-20	Short 36-00	20-6	



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BOLAND & CORNELIUS.

Wheat...	3,240,879-10	3,238,208-00	467-30	3,138-40	30-00	Short 2,641-10	48-9	810-10	Short 1,831-00	33-92	2,239,023-20
Oats...	1,471,749-21	1,469,285-22		2,463-33		" 2,463-33	56-9	368-00	" 2,095-33	48-4	
Barley...	192,523-36	192,429-00		94-36		" 94-36	23-6	48-06	" 46-30	11-6	

BROWN & CO. FLEET.

Wheat...	1,502,093-50	1,501,366-00	169-00	896-50	499-00	Short 228-50	9-1	375-30	Over 146-40	5-9	278,311-00
Flax...	211,439-36	211,435-00		4-36		" 4-36	1-2				

HARVEY H. BROWN & CO.

Wheat...	158,034-30	157,809-00		225-30		Short 225-30	85-6	39-30	Short 186-00	70-6	
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CLEVELAND-CLIFFS IRON CO.

Wheat...	2,263,654-50	2,262,399-55	404-20	1,659-15	39-00	Short 1,215-55	32-2	566-00	Short 649-55	17-2	150,593-50
Oats...	354,049-05	353,939-26		109-13		" 109-13	10-5	88-17	" 20-30	2-0	
Barley...	30,043-46	29,975-00		68-46		" 68-46	110-3	7-24	" 61-22	98-3	
Flax...	38,841-23	38,817-18		24-05		" 24-05	34-6				

CROSBY TRANSPORTATION CO.

Wheat...	853,278-40	851,923-00	50-00	1,105-40		Short 1,355-40	95-4	213-20	Short 1,142-20	80-4	
Oats...	162,693-28	162,690-28		3-00		" 3-00	6	40-20	Over 37-20	7-9	
Flax...	311,526-43	310,624-00		902-43	577-46	" 324-53	58-3				

JAMES DAVIDSON.

Wheat...	540,055-40	518,770-00		21,285-40	21,038-40	Short 247-00	27-4	135-00	Short 110-00	12-4	
Oats...	728,721-06	728,151-18	647-06	1,216-18	947-24	Over 378-12	17-6	182-06	Over 560-18	26-1	

DONALD STEAMSHIP CO.

Oats...	202,019-24	201,539-04		480-20		Short 480-20	80-9	50-17	Short 430-03	72-4	
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STATEMENT, showing the quantities of grain carried by vessels loaded at Fort William and Port Arthur during the season of navigation, 1916, classified according to steamship companies; and the out-turns, according to reports received from the unloading points up to and including January 17, 1917—Continued.

2. UNITED STATES STEAMSHIP COMPANIES Continued.  
GEORGE S. EASTMAN.

Kind of Grain.	Total of Bills of Lading.	Total Amount of Out-turns	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowance of 1,000 Bush.	Net Overage or Shortage after taking allowance into Account.		No Out-turns received.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb. per 1,000 bush.	Bush.	Bush.	Lb. per 1,000 bush.	Bush.
Wheat.....	402,882-10	402,386 00	.....	496-10	50-00	Short 446-10	66.4	100-40	Short 345-30	51.4	.....

GENERAL TRANSIT CO.

Wheat.....	450,220 50	448,627-00	.....	1,593-50	.....	Short 1,593-50	212.5	112-30	Short 1,481-20	197.5	.....
Oats.....	247,100-00	246,873-14	53-06	279-26	.....	" 226-20	31.2	61-26	" 164-28	22.7	.....

GRAVES-BIGEWOOD CO.

Wheat.....	54,000-00	53,949-00	.....	51-00	30-00	Short 21-00	23.3	13-30	Short 7-30	8.3	.....
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GREAT LAKES STEAMSHIP CO.

Wheat.....	5,221,792-50	5,216,078 00	1,129-00	6,843-50	2,416-50	Short 3,298-00	37.9	1,305-30	Short 1,992-30	22.9	2,585,596-20
Oats.....	365,500-00	365,600-00	100-00	1,217-45	Over 100-00	.....	9.3	91-12	Over 191-12	17.8	.....
Barley.....	218,723-45	217,506-00	.....	.....	.....	.....	.....	54-28	" 54-28	12.0	.....
Flax.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	247,144-06

GREAT LAKES TRANSIT CORPORATION.

Wheat.....	12,341,336 50	12,331,118-10	1,286 10	11,504-50	818 00	Short 9,370-40	45.6	3,085-20	Short 6,285-20	30.6	172,524-50
Oats.....	4,685,083 16	4,680,073-50	706 12	5,715 32	203-17	" 4,806 03	34.9	1,171 10	" 3,634-27	26.4	.....
Barley.....	309,713-18	309,467-00	10-00	256-18	.....	" 246 18	38.1	77-18	" 169-00	26.1	149,255 44
Flax.....	1,326,081 54	1,325,138 00	134-02	1,078 00	12-28	" 931-26	39.3	.....	.....	.....	.....
Sample mixed grain....	1,099,480 lb.	1,100,064 lb.	584 lb.	.....	.....	Over 584 lb.	32.4	.....	.....	.....	1,584,948 lb.
Elevator Screenings....	2,447- ton.	2,443-1310 ton.	.....	3,0690 ton.	.....	Short 3-0690	2.7	.....	.....	.....	.....



M. A. HANNA & Co.

Wheat.....	248,684-00	248,450-00	234-00	10-00	Short	224-00	54-0	62-10	Short	161-50	39-0	
Oats.....	295,000-00	294,879-02	120-32		"	120-32	13-9	73-26	"	47-06	5-4	

EDWARD H. HORN.

Wheat.....	541,000-00	540,905-00	287-00		Short	95-00	10-5	135-10	Over	45-10	4-5	
Flax.....	85,748-12	85,724-00	24-12		"	24-12	15-8					
	ton.	ton.	ton.			ton.	Per ton.					
Elevator Screenings....	1,550-1000	1,545-1150	4-1850		"	4-1850	6-3					

HUTCHINSON & Co.

Wheat...	4,826,656-50	4,822,729-00	4,952-20	774-00	Short 3,153-50	39-2	1,206-40	Short 1,947-10	24-2	114,787-10		
Barley.....	204,649-14	204,244-00	405-14		" 405-14	94-9	51-08	" 354-06	82-9			
Flax.....	455,632-45	455,020-00	612-45		" 612-45	75-3						

JENKINS STEAMSHIP Co.

Wheat.....	2,692,078-00	2,688,524-00	3,734-50	338-50	Short 3,215-10	71-7	673-00	Short 2,542-10	56-7	545,964-50		
Oats.....	149,250-30	149,152-32	97-32	10-00	" 87-32	20-1	37-10	" 50-22	11-6			

KINNEY STEAMSHIP CO.

Wheat.....	323,304-24	323,310-00			Over	5-10		80-28	Over	86-04		1,061,998-40
Oats.....											9-0	

J. D. LANGELE.

Wheat.....	893,000-00	892,454-00	54-00	600-00	12-00	Short	534-00	35-9	223-10	Short	310-50	20-9
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WM. LIVINGSTONE.

Wheat.....	110,000-00	109,939-00	61-00		Short	61-00	33-3	27-30	Short	33-30	18-3	
Elevator Screenings....	6,010-1,120	5,983-1,300	26-1,820		" 26-1,820	per ton.	8-9					



STATEMENT, showing the quantities of grain carried by vessels loaded at Fort William and Port Arthur during the season of navigation, 1916, classified according to steamship companies; and the out-turns, according to reports received from the unloading points up to and including January 17, 1917—*Continued.*

2. UNITED STATES STEAMSHIP COMPANIES—*Continued.*

S. C. McLOUTH.

Kind of Grain.	Total of Bills of Lading.	Total of Amount of Out-turns.	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowance of $\frac{1}{4}$ bush. per 1,000 Bush.	Net Average or Shortage after taking allowance into Account.		No Out-turns received.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb. per 1,000 bush.	Bush.	Bush.	Lb. per 1,000 bush	Bush.
Wheat.....	95,011-00	94,890-30	...	120-30	...	Short 120-30	76.1	23-50	Short 96-40	61.1	...
Barley.....	101,587-24	101,908-36	321-12	...	...	Over 321-12	151.2	25-18	Over 346 30	163.2	...

M. B. McMILLAN.

Wheat.....	200,266-30	200,078-00	...	188-30	5-00	Short 183-30	55.0	50-00	Short 133-30	40.0	...
Barley.....	70,000-00	69,956-00	...	44-00	...	" 44-00	30.2	17-24	" 26-24	18.2	...

JOHN MITCHELL.

Wheat.....	360,000-00	359,897-00	...	103-00	...	Short 103-00	17.2	90-00	Short 13-00	2.2	...
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MORTON SALT CO.

Wheat .....	162,000-00	162,063 00	130-00	67-00	...	Over 63 00	23.3	40-30	Over 103-30	38.3	...
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HERBERT K. OAKES—FLEET.

Wheat.....	737,131-30	734,830-00	...	2,301-30	...	Short 2,301 30	187.4	184-20	Short 2,117-10	172.4	1,156,053 30
Oats.....	573,958-08	573,470-04	...	488-04	...	" 488-04	28.9	143-16	" 344-22	20.4	...



JAMES O'CONNOR.

Wheat.....	987,000-00	986,082 00	34 00	952-00	.....	Short	918-00	55-9	246 40	Short	671-20	40-9
Oats .....	167,429-10	167,268-24		160 20	.....	"	160 20	32-7	41 28	"	118-26	24-2

J. G. O'HAGAN.

Wheat.....	296,000-00	295,878 00	13 00	135-00	.....	Short	122 00	24-7	74 00	Short	48-00	9-7
Flax .....	130,568-12	130,379 28		188-40	12 00	"	176-40	75-5				

PARAGON REFINING CO.

Wheat.....	60,172-50	60,175-00	2-10	.....	.....	Over	2-10	2-2	15-00	Over	17-10	17-2
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PICKARDS MATHER & CO.

Wheat.....	582,031 10	581,466 00		565 10	80 00	Short	485 10	50-0	145 30	Short	339 40	35-0
Barley.....												3,907,174-50
Flax.....												230,641-07
												86,028 35

PORT HURON AND DULUTH STEAMSHIP CO.

Wheat.....	990,673-20	989,030-40	98-30	1,741 10	.....	Short	1,642-40	99-4	247-40	Short	1,395 00	84-4
Oats .....	278,412-02	277,752 02		660-00	15 00	"	645 00	78-8	69 20	"	575-14	70-3
Barley.....	121,439-36	120,971 00	14-46	483 34	5 00	"	436 36	184-0	30 18	"	433 18	172-0
Flax .....	32,751-54	32,743-49		8-05	.....	"	8-05	13-7				
	lb.	lb.		lb.			lb.					
Sample Mixed Grain...	1,051,720	1,051,584		136	.....	"	136	7-6				
	ton.	ton.					ton.	per ton.				
Elevator Screenings....	1,148-0,320	1,156-1,300	8 0,980	.....		Over	8 0,980	14-8				

J. PRINDIVILLE AND SONS.

Wheat.....	520-000-00	519,762-40	169-10	406-30		Short	237 20	27-4	130 00	Short	107 20	12-4
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STATEMENT, showing the quantities of grain carried by vessels loaded at Port William and Port Arthur during the season of navigation, 1916, classified according to steamship companies; and the out-turns, according to reports received from the unloading points up to and including January 17, 1917—*Continued.*

2.—UNITED STATES STEAMSHIP COMPANIES—*Continued.*  
REID TOWING AND WRECKING CO.

Kind of Grain.	Total of Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowance of $\frac{1}{4}$ bush. per 1,000 bush.	Net Overage or Shortage after taking allowance into Account.		No Out-turns received.
	Bush.	Bush.	Bush.	Bush.	Bush.	Short	Bush.	Bush.	Bush.	Lb. per 1,000 bush.	Bush.
Wheat .....	247,680-40	247,644-50	69-20	105-10	.....	Short	35 50	62-00	Over	26-10	6-3

REISS STEAMSHIP CO.

Wheat.....	1,058,918-10	1,058,154-00	23 00	787-10	133 00	Short	631 10	264-40	Short	366-30	20-7
Oats .....	621,779-14	621,223-18	.....	555-30	.....	"	555 30	155-14	"	400-16	21-9
Barley .....	186,233 00	186,289 00	56 00	.....	.....	Over	56 00	46 26	Over	102-26	26-4

W. C. RICHARDSON & CO.—FLEET.

Wheat .....	2,534,641-00	2,532,502 00	33 00	2,172 00	426 00	Short	1,713-00	633-40	Short	1,079-20	25-5
Oats .....	286,403 08	286,232 16	.....	170 26	30-00	"	140 26	71-20	"	69-06	8-2

RICHLAND STEAMSHIP CO.

Oats.....	159,000 00	159,000 00	.....	.....	.....	.....	.....	.....	Over	39-26	8-5
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R. M. SELLWOOD.

Oats.....	384,403-00	384,042-12	.....	360-22	.....	Short	360 22	96 00	Short	264-22	23-4
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HOWARD L. SHAW.

Wheat.....	1,329,169-10	1,327,684-50	1,484-20	100-00	Short 1,384-20	62.5	332-20	Short 1,052-00	47.5
Oats.....	676,634-31	675,816-16	818-15	530-00	" 288-15	14.5	169-06	" 119-09	6.0

SHENANGO STEAMSHIP CO.

Wheat.....									449,844-00
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HENRY STEINBRENNER.

Wheat....	2,803,654-10	2,791,665 00	307 40	12,296-50	10,551-40	Short 1,437-30	30.8	701-00	Short 736-30	15.8
Oats....	144,621-32	144,402-28		219-04	" 219 04	"	51.4	36 06	" 182-32	42.9
Flax....	63,700 00	63,690 00		10-00	" 10 00	"	8.7			

D. SULLIVAN & CO.—FLEET.

Wheat..	3,571,504-50	3,568,530-40	485 00	3,459-10	1,322-00	Short 1,652-10	27.8	892 50	Short 759-20	12.8
Oats...	418,849-30	417,883-14		966 16	" 966-16	"	78.4	104-24	" 861-26	69.9
Flax....	145,071-18	145,164-00	92-38	ton.	Over 92-38	ton.	35.8			
Elevator Screenings....	2,007-1770	2,004-0040		3,1730	Short 3-1730	per ton.	3.8			

G. A. TOMLINSON—FLEET.

Wheat...	1,433,401-40	1,429,005-55		4,395-45	18-00	Short 4,377-45	183.3	358-20	Short 4,019-25	168.3
Oats...	308,929-19	308,848-00		81-19	" 81-19	"	9.0	77-08	" 4-11	0.5
Barley...	145,854-10	145,758-00		96-10	" 96-10	"	31.6	36-22	" 59-36	19.6
Flax....	42,000-00	41,898-00		102-00	" 102-00	"	136.0			

CAPT. A. C. WANVIG.

Wheat.....	355,276-40	354,946-00		330-40		Short 330 40	55.9	88-50	Short 241-50	40.0
Oats...	323,364-14	323,146-16	8 20	226-18	" 217-32	"	31.9	80-28	" 137-04	23.4
Barley...	155,237-46	155,198-36		39-10	" 39-10	"	12.1	38-38	" 20	.1



STATEMENT, showing the quantities of grain carried by vessels loaded at Fort William and Port Arthur during the season of navigation, 1916, classified according to steamship companies; and the out-turns, according to reports received from the unloading points up to and including January 17, 1917—*Continued.*

2.—UNITED STATES STEAMSHIP COMPANIES—*Continued.*

ROY A. WILLIAMS.

Kind of Grain.	Total of Bills of Lading.	Total Amount of Out-turns.	Total of Overages.	Total of Shortages	Total of Damaged Grain.	Overage or Shortage after allowing for Damaged Grain.		Amount of Allowance of $\frac{1}{4}$ Bush. per 1,000 bush.	Net Overage or Shortage after taking allowance into Account.		No Out-turns received
	Bush	Bush	Bush.	Bush.	Bush	Bush	Lb. per 1,000 bush. Per ton.	Bush.	Bush	Lb. per 1,000 bush	Bush.
Wheat.....	572,000-00 ton.	570,865-30 ton.		1,134-30 lb.	952-00 Short	182-30 lb.	19.1	143-00	Short	4.1	.....
Elevator Screenings....	1,906-1180	1,906-0350	.....	830	"	830	.4	...		.....	.....

WILSON TRANSIT CO.

Wheat..	7,370,133-50	7,367,156-30	931-50	3,909-10	260 00	Short 2,717-20	22.1	1,842 30	Short	874-50	7.1
Oats..	186,752-04	186,785-30	33-26			Over 33-26	6.1	46-22	Over	80 14	14.6
Barley...	66,810-10	66,721-00		89-10		Short 89-10	63.9	16-34	Short	72 24	51.9
Flax....	173,798-12	173,780-00	59-14	77-26		" 18-12	5.9				

HENRY WINEMAN.

Wheat.....	701,000-00	671,428-00	.....	29,572-00	29,150-00	Short 422-00	36.1	175-10	Short	246-50	21.1
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ROY M. WOLVIN.

Wheat.....	2,169,250-20	2,167,484 30	54-20	1,820-10	40-00	Short 1,725-50	47.7	512 20	Short 1,183 30	32.7	
Barley.....	60,627-04	60,685-00	57-44		Over 57-44	ton.	45.5	15 06	Over 73 02	57.5	
Elevator Screenings...	1,998-1560	2,007-0030	ton. 8-0470.	.....	"	8 0470	Per ton. 8.2			.....	



STATEMENT, showing the quantities of grain discharged at the Public Elevators in the East from vessels loaded at Port William and Port Arthur during the season of navigation, 1915, and the amounts of overages, shortages, etc., according to reports of out-turns received.

DEPOT HARBOUR—GRAND TRUNK RAILWAY CO'S ELEVATOR.

Kind of Grain.	Total Amount of Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of damaged Grain.	Overage or Shortage after allowing for damaged Grain.		Amount of Allowances of $\frac{1}{6}$ and $\frac{1}{4}$ bush. per 1,000 bush.		Net Overage or Shortage after taking Allowances into Account.	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb. per 1,000 bush	Bush.		Bush.	Lb. per 1,000 bush
<i>Canadian Ports—</i>											
Wheat .....	1,528,827-30	1,528,342-20	.. ..	485 10	286 00	Short	199-10	637 00	Over	437 50	17-2
Oats .....	100,000 00	100,000-00	.. ..	..	..	..	..	41 22	"	41 22	14-2
Barley .....	115,056-20	115,042 34	.. ..	13-34	..	Short	13-34	47-44	"	34 10	14-3

GODERICH—GODERICH ELEVATOR AND TRANSIT CO., LTD.

Wheat .....	4,698,447 30	4,691,096 00	482 40	7,834-10	5,833 10	Short	1,518 20	1,957 40	Over	439 20	5-6
Oats .....	395,796 26	395,490 20	18 08	324 14	20 00	"	286 06	164 32	Short	121 08	10-4
Barley .....	239,937 42	239,737 20	..	200-22	6-00	"	194-22	100 00	"	94 22	18-9
Flax .....	212,375 21	211,861 14	20 00	534 07	420 18	"	93 45	..	"	93 45	24-8
Sample Mixed Grain.....	lb. 588,920	lb. 588,920	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..

GODERICH—WESTERN CANADA FLOUR MILLS CO., LTD.

Wheat .....	2,259,519-00	2,258,688 00	254-50	1,085-50	170 00	Short	661-00	941 30	Over	280 30	7-4
Oats .....	27,635-22	27,576 06	.. ..	59 16	..	"	59 16	11-16	Short	48 00	58-3

KINGSTON—MONTREAL TRANSPORTATION CO., LTD.

Wheat.....	412,409-00	395,364 10	..	17,044 50	17,087 20	Over	42 30	171-50	Over	214 20	31-2
Oats.....	381,153 32	380,598 02	18 14	574 10	85 00	Short	470 30	158 28	Short	312-02	27-8



STATEMENT, showing the quantities of grain discharged at the Public Elevators in the East from vessels loaded at Fort William and Port Arthur during the season of navigation, 1915, and the amounts of overages, shortages, etc., according to reports of out-turns received—Continued.

KINGSTON—JAS. RICHARDSON & SONS, LTD.

Kind of Grain.	Total Amount of Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of damaged Grain.	Overage or Shortage after allowing for damaged Grain.		Amount of Allowances of $\frac{1}{8}$ and $\frac{1}{4}$ bush. per 1,000 bush.	Net Overage or Shortage after taking Allowances into Account.	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb. per 1,000 bush.	Bush.	Bush.	Lb. per 1,000 bush.
Wheat	29,766-40	29,755-00	2 20	14 00		Short 11 40	23-3	12-20	Over 0-40	0-1
Oats.	1,587,386-22	1,586,449-21	243 19	1,180 20	248 26	688 09	14-7	661-16	Short 26-27	0-6
Barley	5,490-10	5,490-10						2-12	Over 2 12	21 6
Sample Mixed Grain	lb. 430	lb. 430								

MIDLAND- ABERDEEN ELEVATOR CO., LTD.

Wheat	1,775,331-20	1,775,442-50	976-00	864 30	189-50	Over 301 20	10-2	739-40	Over 1,041 00	35-2
Oats	1,401,408-02	1,399,720-10	117 28	1,805 20	1,465 16	Short 222-10	5-4	583-32	" 361-22	8-8
Barley.	48,467-44	48,427 14		40 30	5 00	" 35-30	35-6	20 10	Short 15-20	15-4

MIDLAND- MIDLAND ELEVATOR CO., LTD.

Wheat	500,885 20	501,027-20	202 20	60 20	85 00	Over 227 00	27-2	208-40	Over 435-40	52-1
Oats	788,500 32	788,641 06	670 20	530 12	5 00	" 145 08	6-3	328 18	" 473 26	20-4
Barley.	280,400 40	281,202 11	855-32	54 10	30 00	" 831 22	142-5	115-40	" 948-14	162 6

MONTREAL—DOMINION FLOUR MILLS CO., LTD.

Wheat.....	195,929-40	195,846-20	21-30	104 50	24-20	Short 59-00	18-1	81-40	Over 22-40	6-9
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SESSIONAL PAPER No. 10d

MONTREAL—HARBOUR COMMISSIONERS.

Wheat.....	1,952,799 10	1,948,185 40	549 10	5,162 40	3,872 00	Short	741 30	22 8	813 40	Over	72 10	2 2
Oats.....	1,772,017 27	1,767,079 24	83 18	5,021 21	3,582 30	"	1,355 07	26 0	738 12	Short	616 29	11 8
Barley.....	778,601 33	776,466 02	58 44	2,194 27	241 00	"	1,891 31	116 5	324 20	"	1,567 11	96 6
Flax.....	86,191 20	86,173 10	6 00	24 10	.....	"	18 10	11 8	.....	"	18 10	11 8
Sample Mixed Grain	lb.	lb.	lb.	lb.	.....	lb.	lb.	93 8	.....	"	lb.	93 8
Elevator Screenings	2,425,260	2,424,976	130	3,411	.....	"	3,284	.....	.....	.....	3,284	.....
	ton.	ton.			.....			.....	.....			.....
	170 0,270	170 0,270			.....			.....	.....			.....

MONTREAL—MONTREAL WAREHOUSING CO., LTD.

Wheat.....	104,309 20	102,962 20	388 24	1,347 00	1,264 00	Short	83 00	47 9	43 30	Short	39 30	22 8
Oats.....	1,797,938 29	1,793,386 00	52 01	4,941 19	3,348 08	"	1,204 21	22 8	749 04	"	455 17	8 6
Barley.....	61,500 00	61,537 01	198 38	15 00	.....	Over	37 04	28 7	25 30	Over	62 34	48 5
Flax.....	359,782 24	359,884 54	lb.	96 08	.....	"	102 30	15 9	.....	"	102 30	15 9
Sample Mixed Grain	lb.	lb.	lb.	.....	.....	.....	.....	Per ton	.....	.....	.....	.....
Elevator Screenings	249,400	249,400	1,940	.....	.....	Over	1,940	4 6	.....	Over	1,940	4 6
	ton.	ton.			.....			.....	.....			per ton.
	417 1,560	418 1,500			.....			.....	.....			4 6

MONTREAL—OGILVIE FLOUR MILLS CO., LTD.

Oats.....	5,013 00	5,013 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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MONTREAL—ST. LAWRENCE FLOUR MILLS CO., LTD.

Wheat.....	200,205 20	199,914 00	.....	291 20	.....	Short	291 20	87 4	83 20	Short	208 00	62 4
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PORT COLBORNE—CANADIAN GOVERNMENT ELEVATOR.

Canadian Ports												
Wheat.....	17,362,821 00	17,350,583 00	1,173 50	13,411 50	5,432 30	Short	6,805 30	23 5	7,234 10	Over	428 40	1 5
Oats.....	3,947,838 04	3,945,315 28	1,523 28	4,046 04	65 22	"	2,456 22	21 1	1,645 00	Short	811 22	7 0
Barley.....	224,799 01	224,757 17	16 23	58 07	.....	"	41 32	8 9	93 32	Over	52 00	11 1
Sample Mxd. Grain.....	lb.	lb.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elevator Screenings	159,250	159,250	.....	lb.	.....	Short	440	per ton.	.....	.....	lb.	per ton.
	ton.	ton.	.....	440	.....			1 5	.....	Short	440	1 5
	289 1540	289 1100			.....			.....	.....			.....



STATEMENT, showing the quantities of grain discharged at the Public Elevators in the East from vessels loaded at Port William and Port Arthur during the season of navigation, 1915, and the amounts of overages, shortages, etc., according to reports of out-turns received *(Continued)*.

PORT COLBORNE—MAPLE LEAF MILLING CO., LTD.

Kind of Grain.	Total Amount of Bills of Lading.	Total Amount of Out-turns.	Total of Overages	Total of Shortages	Total of damaged Grain.	Overage or Shortage after allowing for damaged Grain.		Amount of Allowances of $\frac{1}{2}$ and $\frac{1}{4}$ bush. per 1,000 bush.	Net Overage or Shortage after taking Allowances into Account.	
						Bush.	Lb. per 1,000 bush.		Bush.	Lb. per 1,000 bush.
Wheat..	8,243,021-00	8,238,142-30	815-30	5,694-00	2,099-50	Short 2,778-40	20-2	3,343-40	Over 656-00	4-8
Oats..	632,816-27	632,566-30	87-18	337-15	100-00	" 149-31	8-1	263-24	" 113-27	6-1
Barley.	39,165-12	39,164-38	..	22	..	" -22	..	16-12	" 15-38	19-4
Flax....	3,009-00	3,009-00	..	..	..	..	..	..	..	..
Sample Mxd. Grain...	94,210 ton.	94,210 ton.	..	lb. 2,202	..	lb. 2,220	per ton. 3-4	..	lb. 2,200	3-4
Elevator Screenings	657-1990	656-1770	..	..	..	Short	..	..	Short	..

PORT McNICOLL—C.P.R.

Wheat..	14,497,824-20	14,493,624-20	2,962-40	7,162-40	1,056-00	Short 3,144-00	13-0	6,040-50	Over 2,896-50	12-0
Oats	7,044,916-30	7,039,325-16	1,607-16	7,198-30	235-24	" 5,355-24	25-8	2,935-16	Short 2,420-08	11-7
Barley	558,945-15	558,438-38	29-41	536-18	..	" 506-25	43-5	232-44	" 273-29	23-5
Flax...	143,843-42	143,701-10	3-22	145-54	..	" 142-32	55-5	..	" 142-32	55-5
Sample Mxd. Grain...	934,015 lb.	932,680 lb.	ton. 1,335	lb. 1,335	..	lb. 1,335	83-4	..	lb. 1,335	83-4
Elevator Screenings	440-0870	445-0380	5-0900	890	..	lb. 10,010	per ton. 22-7	..	lb. 10,010	per ton. 22-7

PORT STANLEY.

Wheat..	166,975-40	166,333-05	..	642-35	..	Short 642-35	230-9	69-30	Short 573-05	205-9
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PRESCOTT - PRESCOTT TERMINAL CO.

Wheat..	13,504 10	13,504 10				5 30	Over	5 30	23 6
Oats	18,741 06	18,741 06				7 30	"	7 30	14 1

TIFFIN—GRAND TRUNK RAILWAY CO'S ELEVATOR.

Wheat..	7,005,145 10	7,003,145 30	1,388 20	3,388 00	790 00	Short 1,209 40	10 4	2,918 50	Over 1,709 10	14 6
Oats	3,263,986 05	3,261,297 02	831 28	3,520 31	2,020 22	" 668 15	7 0	1,360 00	" 691 19	7 2
Barley	431,573 29	430,449 18	10 08	1,143 19		" 1,124 11	121 9	179 40	Short 944 19	104 9
Flax..	26,450 28	26,439 16		11 12		" 11 12	24 1		" 11 12	24 1
	lb.	lb.	lb.	lb.		lb.			lb.	
Sample Mxd. Grain..	3,579,246	3,582,180	3,100	166		Over 2,934	48 9		Over 2,934	48 9

TOTAL TO CANADIAN PORTS.

Wheat..	60,947,721 10	60,891,956 35	8,829 10	61,593 45	38,190 00	Short 17,574 35	17 3	25,394 20	Over 7,819 45	7 7
Oats	23,165,150 26	23,141,201 10	5,591 17	29,541 08	11,177 12	" 12,772 13	18 7	9,650 12	Short 8,122 01	4 6
Barley..	2,783,938 06	2,780,713 17	1,032 08	4,256 45	285 00	" 2,939 37	50 7	1,159 41	" 1,779 41	30 7
Flax..	831,652 23	831,068 48	228 01	811 35	420 18	" 163 13	11 0		" 163 13	11 0
	lb.	lb.	lb.	lb.		lb.			"	
Sample Mxd. Grain..	7,730,731	7,729,046	3,230	4,915		" 1,685	13 1		" 1,685	13 1
Elevator Screenings	1,975 1730	1,980 1020	ton.	ton.		ton.	per ton.	Over 4 1290	Over 4 1290	per ton.
			6 0840	1 5500		4 7				4 7



STATEMENT, showing the quantities of grain discharged at the Public Elevators in the East from vessels loaded at Fort William and Port Arthur during the season of navigation, 1915, and the amounts of overages, shortages, etc., according to reports of out-turns received—*Continued.*

BUFFALO.

Kind of Grain.	Total Amount of Bills of Lading.	Total Amount of Out-turns.	Total of Overages.	Total of Shortages	Total of damaged Grain.	Overage or Shortage after allowing for damaged Grain.		Amount of Allowances of $\frac{1}{8}$ and $\frac{1}{4}$ bush. per 1,000 bush.	Net Overage or Shortage after taking Allowances into Account.	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush	Lbs. per 1,000 bush	Bush.	Bush.	Lbs. per 1,000 bush
<i>United States Ports—</i>										
Wheat.....	85,688,160-50	85,644,939-30	15,461-30	58,682-50	22,579-20	Short 20,642-00	14.4	35,703-20	Over 15,061-20	10.5
Oats.....	2,876,181-31	2,873,009-20	947-25	4,120-02	1,959-16	" 1,212-29	14.3	1,198-16	Short 14-13	0.2
Barley.....	1,355,736-03	1,354,103-00	109-19	1,742-22	813-25	" 819-26	29.0	564-26	" 255-00	9.0
Flax.....	1,161,385-05	1,161,052-28	132-41	465-18	36-30	" 296-03	14.3	.....	" 296-03	14.3
Elevator Screenings.....	12,371-0.290	12,306-0,940	.....	64-1,350	.....	" 64-1,350	Per ton. 10.5	.....	" 64-1,350	Per ton. 10.5

CHICAGO.

Flax.....	101,377 28	101,305 00	.....	72 28	.....	Short 72 28	40.2	.....	Short 72-28	40.2
Elevator Screenings.....	17,776-1,343	17,739-1,860	.....	36 1,483	.....	" 36 1,483	Per ton. 4.1	.....	" 36-1,483	Per ton. 4.1

CLEVELAND.

Wheat.....	621,772 50	621,629-40	21 40	164-50	.....	Short 143-10	13.8	259-00	Over 115-50	11.2
Flax.....	256,623-10	256,444-11	.....	178-55	.....	" 178-55	39.0	.....	Short 178-55	39.0

DETROIT.

Wheat.....	228,000-00	227,713-00	.....	287-00	35-00	Short 252-00	66.3	95-00	Short 157-00	41.3
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ERIE.

Wheat.....	4,181,890 50	4,179,446 00	26 00	2,170 50	728 50	Short 1,716 00	24 6	1,742 30	Over 26 30	0 4
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FAIRPORT.

Wheat.....	8,955,443 50	8,949,813 30	618 50	6,249 10	1,140 00	Short 4,490 20	30 1	3,731 20	Short 759 00	5 1
Oats.....	381,448 04	380,783 00		665 04		665 04	59 3	158 32	506 06	45 2

PORT HURON.

Wheat.....	4,787,624 30	4,761,457 10	668 00	26,825 20	25,224 40	Short 942 40	11 8	1,994 50	Over 1,052 10	13 2
Oats.....	437,585 23	280,260 00	64 24	157,390 13	157,182 33	" 142 24	11 1	182 12	39 22	3 1
Barley.....	520,537 31	520,098 36	18 08	457 03		" 438 43	40 4	216 40	Short 222 03	20 5

SANDUSKY.

Wheat.....	97,000 00	96,959 20		40 40	10 00	Short 30 40	19 0	40 20	Over 9 40	6 0
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SUPERIOR.

Wheat.....	119,045 40	118,916 30		129 10		Short 129 10	65 4	49 40	Short 79 30	40 1
Flax.....	53,340 00	53,291 46		45 10		" 45 10	47 7		45 10	47 7
Elevator Screenings	18,196 0,135	18,149 0,030	12 1,215	59 1,320		" 47 0,105	Per ton, 5 2		Per ton, 5 2	

TOLLEDO.

Wheat.....	1,736,141 50	1,735,134 30	115 00	1,122 20	35 00	Short 972 20	33 6	723 20	Short 249 00	8 6
Oats.....	242,802 24	242,680 30		121 28		121 28	17 0	101 06	20 22	2 9
Barley.....	78,666 01	78,696 12	30 11			Over 30 11	18 4	32 44	Over 63 07	38 4



STATEMENT, showing the quantities of grain discharged at the Public Elevators in the East from vessels loaded at Port William and Port Arthur during the season of navigation, 1915, and the amounts of overages, shortages, etc., according to reports of out-turns received—*Continued.*

GRAND TOTALS.

Kind of Grain.	Total Amount of Bills of Lading.	Total Amount of Out-turns.	Total of Overages.	Total of Shortages.	Total of damaged Grain.	Overage or Shortage after allowing for damaged Grain.		Amount of Allowances of $\frac{1}{2}$ and 1 bush. per 1,000 bush.	Net Overage or Shortage after taking Allowances into Account.	
						Bush.	Lbs. per 1,000 bush		Bush.	Lbs. per 1,000 bush
<i>Wheat</i> Canadian Ports... U. S. Ports...	60,947,721-10	60,891,956-35	8,829-10	64,593-45	38,190-00	Short 17,574-35	17-3	25,394-20	Over 7,819-45	7-7
	106,415,080-20	106,336,009-10	16,911-00	95,982-10	49,752-50	" 29,318-20	16-5	44,339-20	" 15,021-00	8-5
	167,362,801-30	167,227,965-45	25,740-10	160,575-50	87,942-50	Short 46,892-55	17-0	69,733-40	Over 22,840-45	8-2
<i>Oats</i> Canadian Ports... U. S. Ports...	23,165,150-26	23,141,201-01	5,591-17	29,541-08	11,177-12	Short 12,772-13	18-7	9,650-12	Short 3,122-01	4-6
	3,938,018-14	3,776,733-16	1,012-15	162,297-13	159,142-15	" 2,142-17	18-5	1,640-32	" 501,19	4-3
	27,103,169-06	26,917,934-17	6,603-32	191,838-21	170,319-27	" 14,914-30	18-7	11,291-10	" 3,263-20	4-5
<i>Barley</i> Canadian Ports... U. S. Ports...	2,783,938-06	2,780,713-17	1,032-08	4,256-45	285-00	Short 2,939-37	50-7	1,159-44	Short 1,779-41	30-7
	1,954,939-35	1,952,898-00	157-38	2,199-25	813-25	" 1,228-10	30-1	814-14	" 413-44	10-2
	4,738,877-41	4,733,611-17	1,189-46	6,456-22	1,098-25	" 4,167-47	42-2	1,974-10	" 2,193-37	22-2
<i>Flax</i> Canadian Ports... U. S. Ports...	831,652-23	831,068-48	228-04	811-35	420-18	Short 163-13	11-0	.....	Short 163-13	11-0
	1,572,725-43	1,572,096-29	132-41	761-55	36-30	" 592-40	21-1	.....	" 592-40	21-1
	2,404,378-10	2,403,165-21	360-45	1,573-34	456-48	Short 755-53	17-6	.....	Short 755-53	17-6
<i>Sample Mixed Grain</i> Canadian Ports...	Lb. 7,730,731	Lb. 7,729,046	Lb. 3,230	Lb. 1,915	.....	Lb. Short 1,685	13-1	.....	Short 1,685	13-1
	Ton. 1,975-1730	Ton. 1,980-1020	Ton. 6-0840	Ton. 1-1550	.....	Ton. Over 4-1290	Per ton. 4-7	.....	Ton. Over 4-1290	Per Ton. 4-7
	48,343-1768	48,195-0830	12-1215	161-0153	.....	Short 148-0938	6-1	.....	Short 148-0938	6-1
Total	50,319-1498	50,175-1850	19-0055	162-1703	.....	Short 143-1648	5-7	.....	Short 143-1648	5-7



SESSIONAL PAPER No. 10d

INSPECTION AND WEIGHING OF GRAIN UNDER PROVISIONS OF  
THE CANADA GRAIN ACT AND AMENDMENTS THERETO.No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees  
collected on same for the Fiscal Year ended March 31, 1916.

GRADES.	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat Spring—							
Manitoba Hard No. 1..						2,500,575	2,500,575
Northern—							
No. 1 Hard W. Fife.						1,200	1,200
No. 1 Northern.....						115,253,475	115,253,475
No. 2.....						46,807,650	46,807,650
No. 3.....						34,307,025	34,307,025
Rejected.....						6,215,550	6,215,550
Rejected smutty.....						3,166,800	3,166,800
No grade.....						20,937,450	20,937,450
Condemned.....						38,925	38,925
Commercial grades—							
No. 4.....						15,143,100	15,143,100
No. 5.....						4,721,475	4,721,475
No. 6.....						1,298,175	1,298,175
Feed.....						189,000	189,000
Cleanings.....							
No established grade						53,475	53,475
Commercial grades-white							
No. 1.....			160,885	84,722	245,607		245,607
No. 2.....			55,407	3,977	59,384		59,384
No grade.....			1,000	1,887	2,887		2,887
No. 3.....			33,424	4,972	38,396		38,396
Rejected.....			6,000	2,681	8,681		8,681
Sprouts.....			2,000		2,000		2,000
Spring—							
No. 2.....			1,129		1,129		1,129
Goose—							
No. 1.....							
No. 2.....			1,000		1,000	6,000	7,000
No. 3.....			3,000		3,000		3,000
Rejected..							
Total Spring Wheat.....			263,845	98,239	362,084	250,639,875	251,001,959
Wheat, winter—							
U.S. Hard Winter—							
No. 1.....							
No. 2.....				16,000	16,000		16,000
White Winter—							
No. 1.....			2,000		2,000		2,000
No. 2.....			12,040	85,900	97,940		97,940
No. 3.....			3,667	6,052	9,719		9,719
Rejected.....			23,356	58,290	81,646		81,646
No grade..			9,764	5,227	14,991		14,991
Commercial grade—							
No. 1 White.....							
No. 2.....							
Mixed Winter—							
No. 2.....			16,146	9,230	25,376	1,125	26,501
No. 3.....							
No grade.....			11,716		11,716		11,716
Rejected.....			8,600	11,215	19,815		19,815
Commercial grade—							
No. 1 Mixed.....							



7 GEORGE V, A. 1917

No. 1. STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, etc.—Continued.

GRADES.	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat, winter—Con.							
U.S. Wheat—							
Durum, No. 1.....				448,000	448,000		448,000
Macaroni No. 1.....				645,500	645,500		645,500
Alberta Red Winter—							
No. 1.....						11,325	11,325
No. 2.....						66,825	66,825
No. 3.....						375,600	375,600
No. 4 Al. R. W.....						52,650	52,650
Rejected.....						6,000	6,000
No. 2 Red Winter...			13,938	3,490	17,428		17,428
No. 3.....			2,000	1 003	3,003		3,003
Rejected.....			2,000	100	2,100		2,100
No grade.....			7,705		7,705		7,705
Alberta White Winter—							
No. 1.....						4,800	4,800
No. 2.....							
No. 3.....							
No. 4.....						2,400	2,400
Rejected No. 1, smutty						4,800	4,800
Rejected No. 2.....							
Rejected.....						7,200	7,200
No grade.....						104,400	104,400
U. S. Red winter—							
No. 2.....				24,000	24,000		24,000
No. 1.....							
Total winter wheat..			112,932	1,314,007	1,426,939	637,125	2,064,064
Grand total, wheat..			276,777	1,412,246	1,789,023	251,277,000	253,066,023
Indian Corn—							
U.S.—							
No. 2.....				3,000	3,000		3,000
No. 3.....			1,071	76,016	77,087		77,087
No grade.....				3,463	3,463		3,463
Condemned.....			3,000	29,842	32,842		32,842
Total Indian corn..			4,071	112,321	116,392		116,392
Oats—							
No. 1.....			7,845	4,369	12,214		12,214
No. 2.....			173,323	289,447	462,770		462,770
No. 3.....			889,684	640,862	1,530,546		1,530,546
No. 4.....			22,046	505,658	527,704		527,704
No grade.....			17,165	127,048	144,213		144,213
Rejected.....			259,183	105,582	364,765		364,765
Condemned.....							
Mixed.....			3,000		3,000		3,000
No. 3 mixed....			4,300		4,300		4,300
Oats —							
U.S.—							
No. 2 white clipped..							
No. 2....				51,000	51,000		51,000
Total, Eastern Div'n..			1,376,546	1,723,966	3,100,512		3,100,512



SESSIONAL PAPER No. 10d

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, etc.—Continued.

GRADES.	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canada Western—							
Extra No. 1.....						380,550	380,550
No. 1 C.W.....						29,583,500	29,583,500
No. 2 C.W.....						12,746,500	12,746,500
No. 3 C.W.....							
No. 2 black.....						2,050	2,050
No. 2 mixed.....						4,530,450	4,530,450
Feed extra No. 1 .						2,555,450	2,555,450
Feed No. 1.....						6,459,300	6,459,300
Feed No. 2.....						10,095,250	10,095,250
No grade.....						1,416,400	1,416,400
Rejected.....						9,650	9,650
Condemned.....						800,900	800,900
Mixed grain.....							
Total oats W. Div.						68,649,000	68,649,000
Grand Total Oats			1,376,546	1,723,966	3,100,512	68,649,000	71,749,512
Corn—							
Canadian							
No. 2.....			6,091		6,091		6,091
No. 3.....			2,250		2,250		2,250
Rejected.....			2,940		2,940		2,940
No grade.....			2,900		2,900		2,900
Total Canadian Corn			14,181		14,181		14,181
Buckwheat—							
No. 1 Common .			1,077	784	1,861		1,861
No. 2.....			305,402	109,770	415,172		415,172
No. 3.....				5,880	5,880		5,880
No grade.....			5,000	4,813	9,813		9,813
Rejected.....			28,268	6,261	34,529		34,529
Total buckwheat...			339,747	127,508	467,255		467,255
Barley—							
No. 1.....							
No. 2.....			1,250		1,250		1,250
No. 3 extra.....			8,750		8,750	220,500	229,250
No. 3.....			148,212	2,405	150,617	4,291,150	4,441,767
No. 4.....			75,643	19,999	95,642	2,432,250	2,527,892
Feed.....						301,850	301,850
Feed, U. S.....							
Rejected.....			85,736	2,200	87,936	514,350	602,346
No grade.....			2,776	5,556	8,332	1,812,650	1,820,982
Condemned.....						1,350	1,350
Cleanings.....							
Total barley			322,367	30,220	352,587	9,574,100	9,926,687
Rye—							
No. 1 Common.....			6,355	113,485	119,840		119,840
No. 2.....			22,193	40,851	63,044	61,000	124,044
No. 3.....				3,969	3,969		3,969
Rejected.....			10,966	14,908	25,874	46,000	71,874
No grade.....			6,853	5,944	12,797	9,000	21,797
U. S. No. 1 Western			328,415		328,415		328,415
Total rye.....			374,782	179,157	553,939	116,000	669,939



7 GEORGE V, A. 1917

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, etc.—*Concluded.*

	DIVISION INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Flaxseed—							
N° 1 N. W. Man.....						3,038,475	3,038,475
N° 2, C.W.....						171,375	171,375
N° 3, C.W.....						51,650	51,650
No grade.....						16,750	16,750
Rejected.....						25,350	25,350
Condemned.....							
Total, flaxseed.....						3,303,600	3,303,600
Peas—							
N° 1.....			11,719		11,719		11,719
N° 2.....			1,767	400	2,167		2,167
N° 3.....			758		758		758
Rejected.....			700		700		700
No grade.....							
Total, peas.....			14,944	400	15,344		15,344
Argentina Corn.....							
Screenings.....					281,000		281,000
Wheat.....			376,777	1,412,246	1,789,023	251,277,000	253,066,023
Corn.....			18,552	112,321	130,573		130,573
Oats.....			1,376,546	1,723,966	3,100,512	68,649,000	71,749,512
Buckwheat.....			339,747	127,508	467,255		467,255
Barley.....			322,367	30,220	352,587	9,574,100	9,926,687
Rye.....			374,782	179,157	553,939	116,000	669,939
Flaxseed.....						3,303,600	3,303,600
Peas.....			14,944	400	15,344		15,344
Argentina Corn.....							
Screenings.....						281,000	281,000
Total.....			2,823,415	3,585,818	6,409,233	333,200,700	339,609,933
1893-94.....	427,069		1,539,232	23,893,307	25,859,608	12,465,583	38,325,191
1894-95.....	484,154		1,955,175	13,462,241	15,901,570	12,407,190	28,308,760
1895-96.....	329,866		1,412,876	6,361,453	8,104,195	29,416,181	37,520,376
1896-97.....	504,595		3,933,995	18,916,013	23,354,603	21,175,495	44,530,098
1897-98.....	763,278		3,392,267	36,112,140	40,267,685	19,592,994	59,860,679
1898-99.....	1,372,731		4,354,863	34,018,327	39,745,921	22,275,937	62,021,858
1899-00.....		1,521,888	4,220,711	22,534,007	28,276,606	21,921,579	50,198,185
1900-01.....		2,502,782	9,403,867	24,289,290	36,195,939	10,178,257	46,374,196
1901-02.....	1,077,132	712,544	8,641,931	8,201,039	18,632,646	35,122,532	53,755,178
1902-03.....	1,425,091	1,215,600	11,875,805	10,548,407	25,064,903	36,943,832	62,008,735
1903-04.....	1,645,864	3,646,759	7,714,452	9,846,777	22,853,852	39,999,752	62,853,604
1904-05.....	760,982	1,990,368	2,873,901	9,922,001	15,547,252	44,404,460	59,951,712
1905-06.....	542,013	610,092	5,017,593	6,707,687	12,877,385	70,414,030	83,291,415
1906-07 (9 mos.).....	332,767	762,007	5,038,664	3,848,329	9,981,767	57,840,130	67,821,897
1907-08.....	276,811	1,034,390	2,811,794	5,643,351	9,766,346	98,152,640	107,918,986
1908-09.....	153,246	1,307,354	6,957,651	3,722,797	12,141,048	101,715,150	113,856,198
1909-10.....	119,621	602,026	2,117,814	2,445,240	5,284,701	120,314,160	125,598,861
1910-11.....	153,652	495,363	2,304,646	4,301,306	7,254,967	118,206,390	125,461,357
1911-12.....	104,837	367,583	2,561,900	5,934,500	8,968,820	185,064,325	194,033,145
1912-13.....	15,826	408,151	660,604	2,210,443	3,295,024	241,405,843	244,700,867
1913-14.....	1,000	177,796	874,566	453,777	1,507,139	262,667,300	264,174,439
1914-15.....		177,504	1,761,298	4,674,160	6,612,962	153,038,150	159,651,112
1915-16.....			2,823,415	3,585,818	6,409,233	333,200,700	339,609,933



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## No. 1.—INSPECTION Fees Accrued.

	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peter- borough.	Toronto.	Montreal.	Total.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1893-94.....	274 65		2,905 63	10,687 35	13,867 63	13,705 40	27,573 03
1894-95.....	280 10		2,365 00	7,314 25	9,959 35	13,214 50	23,173 85
1895-96.....	208 50		2,423 07	3,317 45	5,949 02	22,269 30	28,218 32
1896-97.....	277 70		3,008 07	9,937 45	13,223 22	21,101 05	34,324 27
1897-98.....	342 75		3,750 40	14,780 22	18,873 37	18,585 40	37,458 77
1898-99.....	295 60		4,654 80	12,018 40	16,968 80	17,515 50	34,484 30
1899-00.....		638 30	4,553 40	9,579 38	14,771 08	14,630 55	29,401 63
1900-01.....		1,200 80	7,250 70	12,338 20	20,789 70	6,381 20	27,170 90
1901-02.....	570 37	343 80	4,019 58	4,035 45	8,969 20	21,516 80	30,486 00
1902-03.....	721 86	533 55	4,939 70	4,794 80	10,989 91	44,762 66	55,752 57
1903-04.....	732 99	1,219 60	3,111 68	4,557 40	9,621 67	31,209 90	40,831 57
1904-05.....	369 07	680 70	1,321 51	4,803 95	7,175 23	32,643 90	39,819 13
1905-06.....	256 82	240 75	2,478 28	3,214 74	6,190 59	56,222 39	62,412 98
1906-07 (9mos.).....	166 80	275 60	2,384 77	1,785 65	4,612 82	39,372 60	43,985 42
1907-08.....	131 63	384 40	1,335 55	2,714 40	4,565 98	70,218 30	74,784 28
1908-09.....	69 30	425 40	3,324 70	1,786 80	5,606 20	77,343 37	82,949 57
1909-10.....	95 84	287 20	1,045 86	1,184 00	2,612 90	94,154 15	96,767 05
1910-11.....	74 85	219 50	1,140 72	1,876 20			
			Quebec	1 50	3,526 57	94,775 10	98,301 67
			St. John..	213 80			
1911-12.....	51 27	229 00	1,459 26	2,950 70	4,690 23	77,002 50	81,692 73
1912-13.....	8 70	235 00	280 78	1,032 60			
			St. John...	60 85	1,617 93	96,363 00	97,980 93
1913-14.....	0 50	113 20	378 40	222 50	714 60	102,653 50	103,368 10
1914-15.....		92 00	779 35	2,139 70	3,011 05	61,415 50	64,426 55
1915-16.....			1,182 85	1,594 30	2,777 15	127,397 50	130,174 65



No. 1.—Different Kinds of Grain Inspected for the following Fiscal Years.

	Wheat.	Indian Corn.	Oats.	Barley	Sorgh.	Rye.	Flaxseed.	Pears.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Totals, 1893-94	17,010,290	2,483,100	13,278,829	821,545	421,007	3,491,266	38,325,191		
" 1894-95	14,180,433	6,521,585	3,765,347	506,673	78,764	2,708,150	28,308,760		
" 1895-96	28,215,715	2,267,757	3,896,646	978,663	20,978	1,392,813	37,520,376		
" 1896-97	21,357,641	5,886,296	9,808,023	835,181	515,114	5,416,383	44,530,098		
" 1897-98	25,489,146	15,392,432	13,403,220	338,279	1,543,722	2,927,800	59,860,679		
" 1898-99	27,147,163	17,850,014	12,956,264	257,185	578,459	2,911,073	62,021,858		
" 1899-00	23,231,690	10,643,478	9,703,850	2,746,106	593,842	2,855,496	50,198,185		
" 1900-01	17,665,455	11,397,689	11,253,367	1,775,583	713,741	3,064,408	46,374,196		
" 1901-02	37,629,593	1,986,380	9,244,485	1,131,027	620,891	2,505,548	53,755,178		
" 1902-03	39,916,373	2,560,661	14,230,859	1,947,889	1,248,428	1,198,338	62,008,735		
" 1903-04	38,685,340	5,091,043	14,045,434	2,345,992	255,557	1,205,454	62,853,604		
" 1904-05	41,166,589	5,970,674	9,630,038	1,548,828	55,592	531,950	59,951,712		
" 1905-06	64,437,497	2,875,819	11,315,864	2,679,585	46,971	568,924	83,291,415		
" 1906-07 (9 mos.)	48,363,803	2,510,919	12,339,587	2,837,948	49,563	414,806	67,821,897		
" 1907-08	74,845,424	4,227,324	21,930,729	4,017,953	36,351	592,723	107,918,986		
" 1908-09	80,878,603	276,853	23,578,573	5,013,150	313,589	794,174	113,856,198		
" 1909-10	85,388,862	415,950	29,975,608	4,503,536	111,599	233,955	125,598,861		
" 1910-11	86,967,725	3,211,938	27,725,441	3,148,683	110,696	142,483	125,461,357		
" 1911-12	133,424,750	5,261,631	45,159,266	5,898,967	55,910	119,658	194,033,145		
" 1912-13	149,649,913	148,711	63,171,016	13,824,924	233,089	3,600	244,700,867		
" 1913-14	155,270,308	94,120	73,714,739	16,079,609	Screenings 186,000	251,737	18,432,750	4,567	264,174,439
" 1914-15	110,723,524	127,906	38,587,217	5,208,368	Screenings 1,000	369,797	4,001,600	12,300	159,651,112
" 1915-16	253,066,023	130,573	71,719,512	9,926,687	Screenings Argentine Corn, 78,308 Screenings 281,000	669,939	3,303,600	15,344	339,609,933



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No. 2. STATEMENT showing Quantities of the Various kinds of Grain weighed in the Western and Eastern Inspection Divisions for the Fiscal Years hereinafter enumerated, with fees accrued.

TOTAL GRAIN WEIGHED CARS AND CARGOES.—WESTERN INSPECTION DIVISION.

Districts.	Wheat.		Bin lots.	Oats.		Screenings.	Barley.		Speltz.	Rye.	Flaxseed.	Total Cargoes.		Total Cars.	Total, Weighing Fees.	
	Bush.			Bush.			Bush.					Bush.			Bush.	
Western Inspection Division —																
1901-02.....	26,178,764		.....	372,455		.....	16,152		.....	.....	.....	26,567,371	*		†25,360	30
1902-03.....	38,392,671		.....	916,927		.....	89,156		.....	.....	43,821	39,442,575	*		18,250	70
1903-04.....	64,787,591		.....	2,693,475		.....	477,501		726	.....	686,423	68,645,716	*		†19,777	05
1904-05.....	72,376,570		.....	3,828,069		.....	554,878		694	.....	611,322	77,371,533	*		†33,624	90
1905-06.....	116,793,199		.....	10,641,142		.....	2,206,837		914	2,000	903,863	130,547,955	*		†23,067	60
1906-07 (9 mos.).....	73,941,175		.....	18,396,549		.....	3,417,965			6,783	1,279,181	97,041,653	*		†41,979	75
1907-08.....	46,979,713		.....	10,705,100		27,321	1,353,656			.....	640,689	59,706,479	*		44,707	25
1908-09.....	53,607,060		.....	11,229,213		93,281	2,140,263			.....	1,431,651	68,501,468	92,407		54,783	90
1909-10.....	55,901,512		.....	15,967,192		157,983	2,354,202			4,165	3,075,615	77,460,669	101,653		57,235	30
1910-11.....	57,258,113		.....	16,276,582		224,281	1,598,432			1,586	3,087,591	78,446,588	105,844		79,611	90
1911-12.....	74,537,561		.....	21,511,000		232,614	2,292,586			3,964	1,233,333	99,811,058	156,439		106,525	60
1912-13.....	106,150,072		.....	24,390,566		821,175	5,526,165			5,129	9,512,019	146,405,126	197,193		134,767	80
1913-14.....	131,091,942		.....	43,112,820		1,884,866	11,529,143			3,274	19,029,166	206,651,211	222,866		90,869	90
1914-15.....	87,303,917		109,909	24,232,932		1,802,949	4,807,412			1,051	7,163,482	125,421,652	154,315		154,760	50
1915-16.....	182,793,694		.....	28,952,017		1,959,867	5,577,009		.....		2,397,578	221,680,195	270,724			

\*No. of cars not available.

†Includes amount for cars weighed.



**CARS WEIGHED.—WESTERN INSPECTION DIVISION.**

Fiscal Year.	Winnipeg.	Ft. William and Port Arthur.	Keewatin.	Kenora.	Moosejaw.	Calgary.	Saskatoon.	Indian Head.	Medicine Hat.	Regina.	Vancouver.	Total.
1913-14	16,437	175,101	2,607	1,567	1,173	4,946	.. .. .	.. .. .	582	..	1,414	203,827
1914-15	13,790	116,978	2,477	1,095	1,465	5,397	683	305	1,027	204	953	144,374
1915-16		.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	..	.. .. .	.. .. .



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No. 2—TOTAL GRAIN WEIGHED.—EASTERN INSPECTION DIVISION.

Districts.	Wheat.	Indian Corn.	Oats.	Screenings.	Barley.	Scalpings and mixed grain.	Rye.	Flaxseed.	Peas.	Totals.	Weighing fees.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	\$ cts.
Eastern Inspection Division—											
Goderich.....	3,957,355	472,560	593,752		11,150			196,936		4,748,043	1,306 39
Midland.....	1,080,760		397,506		7,177			26,439		1,988,475	504 30
Peterborough.....	132,277		163,209		37,831					302,723	68 90
Port McNicoll.....	2,848,379		1,284,759	2,666		35,918		156,106		4,365,659	938 90
Meaford.....											
Montreal.....											
Totals, 1915-16....	8,018,771	472,560	2,439,346	2,666	56,158	35,918		379,481		11,404,900	2,818 49
Totals, 1904-05....	5,742,641	18,202	448,455		20,497			32,600		6,262,395	*379 20
Totals, 1905-06....	4,009,746	236,599	1,935,152		38,282			139,400		6,359,179	1,818 25
Totals, 1906-07 (9 mos.)....	3,094,030	192,732	2,321,501		58,199			219,269		5,885,731	1,589 40
Totals, 1907-08.....	5,266,102	746,636	4,555,945		191,602			445,876		11,206,161	3,004 19
Totals, 1908-09.....	7,087,422	435,856	5,859,562		237,050			292,929		13,912,819	3,592 35
Totals, 1909-10.....	7,486,001	516,254	8,621,082		373,261		25,567	381,761		17,404,926	4,393 11
Totals, 1910-11.....	7,886,537	934,654	6,791,281		360,431			266,986		16,239,889	4,036 88
Totals, 1911-12.....	7,049,257	925,884	8,947,219		483,774			284,844		17,690,978	4,417 00
Totals, 1912-13.....	7,388,830	418,006	9,357,515		266,968		3,100	538,697		17,973,116	4,811 30
Totals, 1913-14.....	8,219,562	417,003	9,795,867	226,147	3,350	751,584				19,413,513	4,643 40
Totals, 1914 15 ....	8,877,823	525,218	6,885,182	7,640	231,072	59,496		400,587		16,987,018	4,069 90



No. 3.—STATEMENT showing Quantity of each kind of Grain, with totals received by the Terminal Elevators at Fort William and Port Arthur, for the undermentioned Crop Years.

WHEAT.

Crop Year ended Aug. 31.	1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
Fort-William.—											
C. P. R. ....	27,099,996	25,578,680	16,280,120	20,553,853	22,411,451	16,364,372	24,835,529	17,479,872	20,187,180	4,117,120	29,606,744
Consolidated..	1,734,584	1,734,584	4,679,148	5,720,613	6,009,797	6,687,835	9,916,515	8,981,820	11,582,159	6,806,572	21,126,839
Empire Elevator Co....	11,613,603	14,146,263	5,439,832	7,693,509	7,993,333	5,278,055	11,332,968	11,111,409	17,233,836	4,279,570	14,044,000
Ogilvie Flour Mills Co....	3,360,570	.....	.....	4,282,260	6,471,432	7,032,132	8,631,482	8,418,477	8,640,954	5,973,612	18,183,927
Western Term'l El. Co....	.....	.....	.....	.....	2,593,537	4,172,238	7,750,607	5,935,220	7,289,999	6,377,953	25,747,638
G. T. Pacific.....	.....	.....	.....	.....	.....	4,665,998	8,288,302	11,638,657	15,494,889	9,012,676	27,744,564
Black & Muirhead....	.....	.....	.....	.....	68,628	732,166	2,045,683	.....	.....	.....	.....
Davidson & Smith....	.....	.....	.....	.....	74,345	26,287	100,748	.....	.....	.....	.....
Grain Growers Grain Co	.....	.....	.....	.....	.....	.....	.....	11,711,404	13,042,803	8,737,163	21,592,343
Eastern Elev. Co....	.....	.....	.....	.....	.....	.....	.....	.....	2,060,625	3,303,451	12,003,134
Port William Elev. Co....	.....	.....	.....	.....	.....	.....	.....	.....	5,016,331	4,783,850	19,383,715
Total -Fort William..	42,074,169	41,459,527	26,399,110	38,250,035	46,622,523	44,959,083	72,901,834	75,276,859	100,548,776	53,391,967	189,432,904
Port Arthur —											
Port Arthur Elev. Co....	10,588,083	16,108,404	12,778,549	18,225,064	20,919,221	18,438,738	24,322,731	23,731,948	26,324,411	12,468,566	40,122,974
D. Horn & Co....	2,759,276	2,985,764	1,512,213	1,513,633	1,199,202	817,417	1,828,453	1,320,743	866,749	75,800	1,327,732
Thunder Bay Elev. Co	.....	.....	.....	.....	4,543,634	4,843,329	6,986,452	6,700,372	.....	3,209,692	11,240,716
National Elev. Co....	.....	.....	.....	.....	1,022	1,073,304	2,153,261	.....	5,303,133	6,579,581	24,972,902
Can. Govt. Elev....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Port Arthur....	13,347,359	19,094,168	14,290,762	19,838,697	26,663,079	25,172,788	35,290,905	31,753,063	32,494,293	22,323,639	77,664,324
Transcona, C. P. R. . .	.....	.....	.....	.....	.....	.....	.....	227,876	.....	.....	.....
Grand total . . . . .	55,421,528	60,553,695	40,689,872	58,088,732	72,285,602	70,131,871	108,192,739	107,257,798	133,043,069	75,715,606	267,097,228

OATS.

Fort William —											
C. P. R. ....	3,268,071	5,432,543	4,142,270	6,160,582	6,441,583	2,297,817	6,004,047	5,880,453	2,294,894	631,049	7,307,692
Consolidated..	1,759,874	259,989	1,126,263	999,849	2,326,840	1,495,406	2,869,783	2,155,838	3,306,907	1,312,348	3,587,298
Empire Elevator Co....	71,360	3,038,439	2,354,419	2,326,027	3,719,653	1,974,645	3,650,776	4,090,453	6,369,353	1,589,657	3,610,513
Ogilvie Flour Mills Co....	.....	.....	.....	1,029,693	1,968,530	324,817	1,883,665	1,338,467	909,895	421,906	1,407,744
Western Term'l El. Co	.....	.....	.....	.....	847,855	224,746	895,318	912,760	1,041,246	449,666	3,854,287
G. T. Pacific.....	.....	.....	.....	.....	.....	2,790,247	3,753,733	6,544,405	8,871,650	2,711,469	10,756,453
Black & Muirhead....	.....	.....	.....	.....	111,362	7,628	6,286	.....	.....	.....	.....
Davidson & Smith....	.....	.....	.....	.....	119,824	29,495	84,482	.....	.....	.....	.....



[illegible]

## BARLEY.

[illegible]











7 GEORGE V, A. 1917

STATEMENT No. 4.—Comparative Statement of Number of Cars and Quantities of Inspection Division with Number of Cars carried by the undermentioned railroads—

	Crop Year 1910.	Per- centage per Grade.	Crop Year 1911.	Per- centage per Grade	Crop Year 1912.
	No.	Per cent.	No.	Per cent.	Nomb.
Wheat, spring—	282	0.32	11	0.01	4
One Hard.....	33,420	37.99	13,252	16.51	3,909
One Northern.....	31,844	36.20	27,326	34.03	19,281
Two Northern.....	12,252	13.93	21,760	27.10	31,525
Three Northern.....	2,618	2.98	8,198	10.20	21,793
Number Four.....	30	0.03	450	0.56	8,471
Feed.....	2,324	2.64	1,133	1.42	453
Rejected One, smutty.....	1,918	2.18	1,014	1.26	634
Rejected Two.....	484	0.55	1,077	1.34	16,401
No Grade.....	2,000	2.27	1,065	1.32	4,240
Rejected.....	124	0.15	75	0.09	388
Condemned.....	479	0.54	2,861	3.56	11,306
No. Five.....	177	0.20	2,075	2.59	13,647
No. Six.....					
Feed Two.....			2		
Goose.....					
Hard White Fife.....	3	0.02		0.01	2
No Established Grade.....	18		5		2
Screenings.....					
Total spring wheat.....{Cars.....	87,973	100.00	80,304	100.00	132,056
.....{Bushels.....	93,691,245		86,326,800		141,960,200
Wheat, winter—					
One Alberta Red.....	54	4.66	76	6.32	20
Two Alberta Red.....	301	26.03	470	39.10	211
Three Alberta Red.....	379	32.79	353	29.37	1,609
Four Alberta Red.....					
Five Alberta Red.....					
One White Winter.....	5		1		
Two White Winter.....	3	1.90	7	2.08	2
Three White Winter.....	5		17		17
Four White Winter.....	9		4		6
One Mixed Winter.....	4				
Two Mixed Winter.....	8	1.22	1	1.16	1
Three Mixed Winter.....	2				
Rejected One.....	22	1.90	4		20
Rejected Two.....	8	70	2		15
No Grade.....	4	.61	5	1.58	148
Rejected.....	3		14		6
Feed.....					
Feed Two.....					
No. Four.....	220	19.03	162	13.47	1,057
No. Five.....	129	11.16	83	6.92	588
No. Six.....					
Smutty.....					
Total Winter Wheat.....{Cars.....	1,156	100.00	1,202	100.00	3,700
.....{Bushels.....	1,231,140		1,292,150		3,977,500
Total Wheat.....{Cars.....	89,129		81,506		135,756
.....{Bushels.....	94,922,385		87,618,950		145,937,700
Oats—					
Extra Number One.....			1	2.87	124
Number One Canadian Western.....	1,387	7.55	398		
“ Two Canadian Western.....	12,755	69.30	7,407	53.40	6,988
“ Three Canadian Western.....	1,549	8.43	1,167	8.41	2,150
“ Two White.....					
“ Three White.....					
“ One Mixed.....					
“ Two Mixed.....	66	0.36	23		
“ Three Mixed.....				0.24	26
“ One Black.....	3	0.02	4		
“ Two Black.....			6		



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each kind and Grade of Grain with percentage of grade, inspected in the Western Grain for Crop Years ended August 31.

Per-centage per Grade.	Crop Year 1913.	Per-centage per Grade.	Crop Year 1914.	Per-centage per Grade.	Crop Year 1915.	Per-centage per Grade.	Crop Year 1916.	Per-centage per Grade.
Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
2.96	239	.19	783	0.57	21	.02	2,126	.76
13.267	13,267	10.66	75,684	55.48	16,152	16.88	138,117	49.11
14.60	42,579	34.22	36,788	26.97	32,735	34.20	49,110	17.46
23.87	29,931	24.04	9,202	6.75	23,057	24.09	36,497	12.98
16.50	6,223	5.00	11,921	1.41	12,074	12.61	16,833	5.93
6.43	371	.30	34	0.02	91	.10	357	.13
0.83	140	.12	4,209	3.09	1,080	1.13	3,320	1.18
1,200	1,200	.97						
12.42	24,049	19.33	1,109	0.81	3,742	3.91	21,605	7.68
3.21	3,584	2.88	5,758	4.23	2,768	2.89	6,016	2.13
0.28	27	.02	135	0.09	60	.06	82	.03
8.56	1,490	1.19	495	0.36	3,260	3.41	5,491	1.95
10.34	1,163	.91	230	.17	656	.69	1,630	.58
2	2							
5	5	.04	4		1		7	
32	32		13	0.01	1		1	.03
142	142	.13	53	0.04	12	.01	87	
1			1					
100.00	124,444	100.00	136,419	100.00	95,710	100.00	281,279	100.00
	139,999,500		156,881,850		107,673,750		337,534,800	
0.54	136	8.92	45	4.58	75	34.72	1	8.36
5.70	539	35.35	527	53.55	88	40.74	61	65.37
43.49	426	27.92	302	30.70	43	19.91	485	9.97
					3	1.39	74	
	3	19	55	5.60	2	92	8	1.08
	3		11	1.12	2	92	4	
0.70	12	1.97	16	1.63			1	.94
	15		10	1.01			2	
			4	0.40				
			2	0.20	2	92		
0.94			1	0.20			1	
4.16	58	3.81	1		1	48	90	12.27
		59	1				9	1.21
28.57	209	13.70						
15.90	115	7.55	10	1.01				
							1	.80
							5	
100.00	1,525	100.00	984	100.00	216	100.00	742	100.00
	1,715,625		1,131,600		243,000		890,400	
	125,969		137,403		95,926		282,021	
	141,715,125		158,013,450		107,916,750		338,425,200	
0.44			5	0.01	1		1	.60
	41	15	275	0.80	77	.41	337	
24.98	11,459	37.35	18,883	54.80	5,842	30.97	28,045	49.50
7.69	2,453	8.01	8,403	24.39	3,627	19.23	10,544	18.61
0.09	8	03	11	0.03	7	.04	3	.01



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STATEMENT NO. 4.—Comparative Statement of the Number of Cars and Quantities of Inspection Division with Number of Cars carried by the undermentioned railroads

	Crop Year 1910.	Per- centage per Grade.	Crop Year 1911.	Per- centage per Grade.	Crop Year 1912.
	No. .	Per cent.	No.	Per cent.	No.
Oats— <i>Concluded.</i>					
Feed, Extra Number One.....	1,209	6.58	2,654	19.14	7,174
“ Number One.....	502	2.73	1,228	8.86	5,215
“ Number Two.....	395	2.15	458	3.30	1,610
Rejected.....	412	2.25	449	3.25	861
No Grade.....	104	0.57	63	0.44	3,623
Condemned.....	1	0.66	11	0.09	198
Mixed Grain.....					
Total Oats.....{Cars.....	18,392	100.00	13,869	100.00	27,969
{Bushels.....	34,944,800		26,351,100		53,141,100
Barley—					
Number Two.....			8	0.56	
“ Three Extra.....	48	1.24	4		14
“ Three.....	2,347	60.40	1,327	62.33	2,921
“ Four.....	1,152	29.64	563	26.45	1,365
Rejected.....	293	7.54	169	7.94	350
No Grade.....	29	0.75	19	0.89	263
Feed.....	16	0.40	38	1.83	331
Condemned.....	1	0.03	1		7
Cleanings.....					
Total Barley.....{Cars.....	3,886	100.00	2,129	100.00	5,251
{Bushels.....	4,663,200		2,554,800		6,301,200
Flaxseed—					
Number 1 N.W. Man.....	3,238	90.68	2,707	84.17	1,181
“ 1 Manitoba.....	231	6.47	374	11.64	2,191
“ 2 C.W.....					
“ 3 C.W.....					
Rejected.....	56	1.57	117	3.64	2,892
No grade.....	39	1.09	7	.22	313
Condemned.....	7	0.19	11	.33	613
Total Flaxseed.....{Cars.....	3,571	100.00	3,216	100.00	7,190
{Bushels.....	3,571,000		3,216,000		7,190,000
Rye—					
Number One C.W.....	18	94.74	2	11.77	1
“ Two C.W.....	1	5.26	15	88.23	21
“ Three.....					
No Grade.....					8
Rejected.....					5
Total Rye.....{Cars.....	19	100.00	17	100.00	35
{Bushels.....	22,800		19,400		42,000
Corn.....{Cars.....					
{Bushels.....					
Speltz—					
Rejected.....{Cars.....					
{Bushels.....					
Screenings.....{Cars.....					
{Bushels.....					



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each kind and Grade of Grain with percentage of grade, inspected in the Western Grain for Crop Years ended August 31—*Continued.*

Per-centage per Grade.	Crop Year 1913.	Per-centage per Grade.	Crop Year 1914.	Per-centage per Grade.	Crop Year 1915.	Per-centage per Grade.	Crop Year 1916.	Per-centage per Grade.
Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
25.65	5,508	17.97	1,201	3.49	2,090	11.08	3,027	5.32
18.65	2,807	9.15	380	1.10	2,371	12.57	1,477	2.61
5.75	1,462	4.77	3,130	9.08	1,790	9.49	4,940	8.71
3.08	425	1.39	564	1.64	718	3.81	1,037	1.83
12.96	6,310	20.59	645	1.87	2,174	11.53	6,526	11.52
0.71	41	.15	52	0.15	17	.09	20	.04
.....	134	.44	911	2.64	148	.78	705	1.25
100.00	30,648	100.00	34,460	100.00	18,862	100.00	56,662	100.00
.....	59,763,600	.....	67,197,000	.....	35,837,800	.....	116,157,100	.....
.....	2	.02	10	0.09	.....	.....	2	.....
0.26	115	1.00	779	6.67	104	2.73	195	2.00
55.62	5,920	51.89	5,563	47.65	1,242	32.60	4,741	48.32
26.00	2,914	25.54	3,256	27.89	1,424	37.38	2,451	24.98
6.67	646	5.66	1,637	14.02	246	6.46	536	5.47
5.02	1,470	12.88	103	0.88	477	12.52	1,617	16.48
6.31	247	2.16	308	2.64	316	8.29	265	2.70
0.12	6	.06	18	0.16	1	.02	3	.....
.....	90	.79	1	.....	.....	.....	2	.05
100.00	11,410	100.00	11,675	100.00	3,810	100.00	9,812	100.00
.....	14,833,000	.....	15,761,250	.....	4,953,000	.....	13,246,200	.....
*16.43	*15,757	74.92	*12,074	94.24	*3,250	83.24	*4,790	94.96
†30.47	†3,454	16.42	.....	.....	.....	.....	.....	.....
.....	.....	.....	465	3.63	526	13.47	132	2.62
.....	911	4.34	68	0.53	67	1.72	67	1.32
†40.22	†99	.47	96	0.75	28	.72	38	.75
4.35	781	3.72	98	0.76	32	.82	18	.35
8.53	28	.13	11	0.09	1	.03	.....	.....
100.00	21,030	100.00	12,812	100.00	3,904	100.00	5,045	100.00
.....	22,081,500	.....	14,093,200	.....	4,001,600	.....	5,801,750	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
62.85	.....	.....	7	8.43	1	.81	.....	.....
.....	10	62.50	66	79.52	102	82.93	80	50.31
.....	.....	.....	.....	.....	.....	.....	.....	.....
37.15	1	37.50	.....	.....	12	9.76	11	6.92
.....	5	.....	10	12.05	8	6.50	68	42.77
100.00	16	100.00	83	100.00	123	100.00	159	100.00
.....	16,000	.....	83,000	.....	123,000	.....	159,000	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	2	.....	.....	.....	.....	.....	.....	.....
.....	2,000	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	1	.....	.....	.....	2	.....
.....	.....	.....	1,000	.....	.....	.....	2,000	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	298	.....	206	.....	338	.....
.....	.....	.....	298,000	.....	206,000	.....	338,000	.....



7 GEORGE V, A. 1917

STATEMENT NO. 4.—Comparative Statement of the Number of Cars and Quantities of Inspection Division with Number of Cars carried by the undermentioned railroads

		Crop Year 1911.	Per- centage per Grade.	Crop Year 1912.
		No.	Per cent.	No.
Récapitulation.		1911.		1912.
Grain—	Wheat.....	{ Cars ..... 81,506	80·91	135,756
		{ Bushels.. 87,618,950		145,937,700
	Oats.....	{ Cars... 13,869	13·77	27,969
		{ Bushels.... 26,351,100		53,141,100
	Barley...	{ Cars..... 2,129	2·12	5,251
		{ Bushels.... 2,554,800		6,301,200
	Flaxseed ..	{ Cars..... 3,216	3·19	7,190
		{ Bushels.... 3,216,000		7,190,000
	Rye.....	{ Cars..... 17	0·01	35
		{ Bushels....		42,000
	Speltz .....	{ Cars ..... 19,400		
		{ Bushels....		
	Screenings .....	{ Cars .....		
		{ Bushels....		
Total grain.....		{ Cars..... 100,737	100·00	176,201
		{ Bushels..... 119,760,250		212,612,000

SUMMARY BY

Canadian Pacific Railway.....	57,615	57·22	96,266
Canadian Pacific Railway, Calgary..	4,280	4·24	6,524
Canadian Northern Railway.....	30,675	30·44	53,692
Great Northern Railway, Duluth.....	1,199	1·20	7,505
Grand Trunk Pacific.....	6,968	6·90	12,214
Total.....	100,737	100·00	176,201

\*No. 1, N.W.C.



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each kind and Grade of Grain with percentage of grade, inspected in the Western Grain for Crop Years ended August 31—*Concluded.*

Per-centage per Grade.	Crop Year 1913	Per-centage per Grade.	Crop Year 1914.	Per-centage per Grade.	Crop Year 1915.	Per-centage per Grade.	Crop Year 1916.	Per-centage per Grade.
Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
	1913.		1914.		1915.		1916.	
77.05	125,969	66.62	137,403	69.84	95,926	78.09	282,021	79.65
.....	141,715,125	.....	158,013,450	.....	107,916,750	.....	338,425,200	.....
15.87	30,648	16.19	34,460	17.51	18,862	15.36	56,669	16.00
.....	59,763,600	.....	67,197,000	.....	35,837,800	.....	116,157,100	.....
2.98	11,410	6.03	11,675	5.94	3,810	3.10	5,812	2.80
.....	14,833,000	.....	15,761,250	.....	4,953,000	.....	13,246,200	.....
4.08	21,030	11.12	12,812	6.52	3,904	3.18	5,045	1.42
.....	22,081,500	.....	14,093,200	.....	4,001,600	.....	5,801,750	.....
0.02	16	.03	83	0.04	123	.10	159	0.04
.....	16,000	.....	83,000	.....	123,000	.....	159,000	.....
.....	2	.01	1	.....	.....	.....	2	.....
.....	2,000	.....	1,000	0.15	.....	.....	2,000	.....
.....	.....	.....	298	.....	206	.17	338	0.09
.....	.....	.....	298,000	.....	206,000	.....	338,000	.....
100.00	189,075	100.00	196,732	100.00	122,831	100.00	354,039	100.00
.....	238,411,225	.....	255,446,900	.....	153,038,150	.....	474,129,250	.....

RAILROADS.

54.64	101,660	53.76	104,727	53.24	61,381	49.97	192,114	54.26
3.72	9,844	5.21	6,513	3.31	6,625	5.40	7,236	2.05
30.48	53,825	28.46	60,259	30.63	38,792	31.58	108,802	30.75
4.22	6,205	3.29	3,330	1.69	1,387	1.13	5,232	1.48
6.94	17,541	9.28	21,903	11.13	14,646	11.92	40,595	11.46
100.00	189,075	100.00	196,732	100.00	122,831	100.00	354,039	100.00

†No. 2, C.W.      ‡No. 3, C.W.      ††Speltz.



STATEMENT (No. 1a) showing the number of Cars and Cargoes with Quantities of Grain inspected in the Eastern Inspection Division for the undermentioned Crop Years.

Crop Year ending August 31.	Crop Year 1911-12.			Crop Year 1912-13.			Crop Year 1913-14.			Crop Year 1914-15.			Crop Year 1915-16.		
	Cars No.	Cargoes No.	Quantity Bush.	Cars No.	Cargoes No.	Quantity Bush.	Cars No.	Cargoes No.	Quantity Bush.	Cars No.	Cargoes No.	Quantity Bush.	Cars No.	Cargoes No.	Quantity Bush.
Wheat .....	776	11	1,024,478	92	3	188,595	157	27	1,921,661	317	15	1,309,074	726	14	1,890,850
Corn .....	155	37	1,358,672	77	5	168,161	137	.	135,517	186	.	175,829	94	20	150,879
Oats .....	558	...	741,995	350	39	2,036,986	472	...	770,479	1,948	9	3,121,563	2,168	4	3,223,195
Barley .....	364	...	445,334	84	3	198,582	126	...	154,188	200	.	258,704	352	.	485,649
Rye .....	7	.	6,238	20	9	295,634	19	3	96,800	171	6	270,249	595	49	851,251
Peas .....	84	...	74,587	3	...	2,600	13	...	10,614	10	.	9,430	18	...	15,310
Buckwheat .....	108	2	128,694	266	...	324,558	121	...	133,000	303	.	348,719	394	...	485,047
Totals .....	2,052	50	3,779,998	892	59	3,215,116	1,047	30	3,922,259	3,144	30	5,493,568	4,347	87	7,052,181



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No. 5.—STATEMENT of Number of Vessels and Cars inspected by Districts, in the Eastern Grain Inspection Division with the total quantities of each kind of Grain and grand totals for the Division, during the year ended June 30, 1906. Nine months ended March 31, 1907, and Fiscal Years ended March 31, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915 and 1916.

Year ended March 31 1916.	Kingston.			Peterborough.			Toronto.			Montreal.			Total Division.		
	Cars.	Vessels.	Quantity.	Cars.	Vessels.	Quantity.	Cars.	Vessels.	Quantity.	Cars.	Vessels.	Quantity.	Cars.	Vessels.	Quantity.
	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.
Wheat.....							377		376,777	212	17	1,412,246	589	17	1,789,023
Corn.....							18		18,252	122		112,321	140		130,573
Oats.....							904		1,376,546	1,168	6	1,723,965	2,072	6	3,100,511
Barley.....							258		322,367	32		30,220	290		352,587
Rye.....							339		374,782	156	1	179,157	495	1	553,939
Peas.....							17		14,944	1		400	18		15,344
Buckwheat.....							272		339,747	111		127,508	383		467,255
Re-inspection .....															
Totals, 1915-16.....							2,185		2,823,415	1,802	24	3,585,817	3,987	24	6,409,232
Totals, 1905-6.....	133	23	542,013			610,092	3,137	116	5,017,593	1297	257	6,707,687	5,165	396	12,877,385
Totals, 1906-1907 (9 mos)....	98	13	332,767			762,010	2,744	95	5,038,686	975	127	3,848,329	4,391	235	9,981,792
Totals, 1907 1908.....	42	17	276,811			1,034,390	1,612	70	2,811,794	838	192	5,643,351	3,326	279	9,766,346
Totals, 1908 09.....	114	1	153,246			1,307,354	4,722	160	6,957,651	557	97	3,722,797	6,428	258	12,141,048
Totals, 1909 10.....	76	3	119,621			602,026	1,644	21	2,117,814	922	50	2,445,240	3,126	74	5,284,701
Totals, 1910 11.....	103	7	153,652			495,363	2,084	14	2,304,646	714	123	4,301,306	3,327	144	7,254,967
Totals, 1911-12.....	53	5	104,837			367,583	2,325	3	2,561,900	533	154	5,934,500	3,264	162	8,968,820
Totals, 1912-13.....	12		15,826			408,151	1	Bin	3,000	126		2,210,443	1	Bin	3,000
Totals, 1913-14.....	1		1,000			177,796	531		657,601		56	453,777	1,004	56	3,292,024
Totals, 1914-15.....						177,504	670		874,566	124	15	463,777	951	15	1,507,139
Totals, 1915-16.....							1,341		1,761,298	1,230	46	4,674,160	2,715	46	6,612,962
Totals, 1915 16.....							2,185		2,823,415	1,802	24	3,585,817	3,987	24	6,409,232



No. 6.—Total number of Cars inspected at Winnipeg and other points in the West, with the totals quantity of each kind of Grain for the Seventeen years hereinafter enumerated.

Crop Year ending August 31.	Wheat.		Oats.		Barley.		Flax.		Rye.	
	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.
		Bush.		Bush.		Bush.		Bush.		Bush.
1900 .....	31,637	26,258,710	763	915,600	102	102,000	73	60,590	.....	.....
1901.....	14,886	12,355,380	448	537,600	28	28,000	43	35,690	.....	.....
1902.....	53,708	45,651,800	3,338	4,005,600	308	308,000	146	131,400	.....	.....
1903..	51,833	51,833,000	2,036	3,054,000	471	565,200	655	655,000	.....	.....
1904.....	38,473	40,396,650	1,129	1,693,500	161	193,200	536	536,000	.....	.....
1905.....	37,892	39,786,600	1,824	2,736,000	390	468,000	290	290,000	.....	.....
1906.....	61,542	64,619,100	5,768	8,652,000	1,357	1,628,400	503	503,000	8	9,600
1907.....	68,356	73,140,920	9,957	14,935,500	2,263	2,715,600	908	908,000	22	26,400
1908.....	50,847	53,389,350	9,312	16,761,600	2,196	2,635,200	1,617	1,617,000	10	10,000
1909.....	70,529	74,055,450	12,220	21,996,000	2,983	3,579,600	2,208	2,208,000	17	20,400
1910.....	89,129	94,922,385	18,392	34,944,800	3,886	4,663,200	3,571	3,571,000	19	22,800
1911.....	81,506	87,618,950	13,860	26,351,100	2,129	2,554,800	3,216	3,216,000	17	20,400
1912.....	135,756	145,937,700	27,960	53,111,100	5,251	6,301,200	7,190	7,190,000	35	42,000
1913....	125,969	141,715,125	30,648	59,763,600	11,410	14,833,000	21,030	22,081,500	2	2,000
1914.....	137,403	158,013,450	34,460	67,197,000	11,675	15,761,250	12,812	14,093,200	16	16,000
1915.....	95,926	107,916,750	18,862	35,387,800	3,810	4,953,000	3,904	4,001,600	1	1,000
1916.....	282,021	338,425,200	56,662	116,157,100	9,812	13,246,200	5,045	5,801,750	83	83,000
									Seed 298	298,000
									Speitz 2	12,300
									159	2,000
									338	159,000
										338,000
The average capacity of cars, 1916, is.....		1,200 Bushels.	2,050 Bushels.		1,350 Bushels.		1,150 Bushels.		1,000 Bushels.	



## SESSIONAL PAPER No. 10d

STATEMENT No. 7.—Number of Cars and Quantity of each kind of Grain inspected over the undermentioned railroads by Provinces, for the Crop Year ended August 31, 1916, in the Western Grain Inspection Division.

Manitoba.	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings	Sp. Ltz.	Total.
	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.
C.P.R. ....	28,971	7,268	2,394	131	9	105	2	38,880
C.N.R. ....	23,518	5,314	2,437	58	5	31	.....	31,393
G.T.P. ....	2,785	590	168	8	1	17	.....	3,569
G.N.R. ....	2,754	221	260	34	29	.....	.....	3,298
Total .. (Cars..	58,028	13,423	5,259	231	44	153	2	77,140
Bush.	69,633,600	27,517,150	7,099,650	265,650	44,000	153,000	2,000	104,713,050
<i>Saskatchewan.</i>								
C.P.R. ....	94,022	8,438	1,173	2,503	11	128	.....	106,275
C.N.R. ....	48,098	10,475	1,077	1,156	5	16	.....	60,827
G.T.P. ....	25,432	5,221	320	317	1	6	.....	31,297
G.N.R. ....	985	209	17	19	9	.....	.....	1,240
Total.... (Cars..	168,538	24,343	2,587	3,995	26	150	.....	199,639
Bush.	202,245,600	49,903,150	3,492,450	4,594,250	26,000	150,000	.....	260,411,450
<i>Alberta.</i>								
C.P.R. ....	27,309	9,005	705	393	1	24	.....	37,437
" Calgary....	3,807	2,638	706	15	66	4	.....	7,236
C.N.R. ....	1,819	3,446	309	67	2	6	.....	11,649
G.T.P. ....	2,614	2,151	174	11	7	.....	.....	4,957
G.N.R. ....	612	68	5	2	7	.....	.....	694
Total.... (Cars..	42,161	17,308	1,899	488	83	34	.....	61,973
Bush.	50,593,200	35,481,400	2,563,650	561,200	83,000	34,000	.....	89,316,450

## RECAPITULATION—BY PROVINCES.

Manitoba .....	58,028	13,423	5,259	231	44	153 ..	77,140
Saskatchewan ..	168,538	24,343	2,587	3,995	26	150....	199,639
Alberta .....	42,161	17,308	1,899	488	83	34.....	61,973
Grand total (Cars..	268,727	55,074	9,745	4,714	153	337 2	338,752
Bush.	322,472,400	112,901,700	13,155,750	5,421,100	153,000	337,000 2,000	454,442,950



7. GEORGE V, A. 1917

STATEMENT NO. 8.—Number of Cars and Quantity of each kind of Grain inspected over the undermentioned railroads for Crop Year ended August 31, 1916, in the Western Inspection Division.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings	Shells	Total.
C.P.R. .... { Cars..	150,302	24,711	4,272	3,027	21	257	2	182,592
{ Bush.	180,362,400	50,657,550	5,767,200	3,481,050	21,000	257,000	2,000	240,548,200
C.P.R.—								
Calgary { Cars..	2,861	1,270	496	9	39	2	....	4,677
East { Bush.	3,433,200	2,603,500	669,600	10,350	39,000	2,000	....	6,757,650
West { Cars..	300	312	42	4	8	....	....	675
{ Bush.	370,800	639,600	56,700	4,600	8,000	....	....	1,079,700
Calgary { Cars..	637	1,056	168	2	19	2	....	1,884
{ Bush.	764,400	2,164,800	226,800	2,300	19,000	2,000	....	3,179,300
Total .... { Cars..	3,807	2,638	706	15	66	1	....	7,236
Calgary.... { Bush.	4,568,400	5,407,900	953,100	17,250	66,000	4,000	....	11,016,650
C.N.R..... { Cars..	79,435	19,265	3,823	1,281	12	53	....	103,860
{ Bush.	95,322,000	39,493,250	5,161,050	1,473,150	12,000	53,000	....	141,514,450
G.T.P. .... { Cars..	30,831	7,962	662	336	9	23	....	39,823
{ Bush.	36,997,200	16,322,100	893,700	386,400	9,000	23,000	....	54,631,400
G.N.R. .... { Cars..	4,352	498	282	55	45	....	....	5,232
Duluth { Bush.	5,222,400	1,020,900	380,700	63,250	45,000	....	....	6,732,250
Total ..... { Cars..	268,727	55,074	9,745	4,714	153	337	2	338,752
{ Bush.	322,472,400	112,901,700	13,155,750	5,421,100	153,000	337,000	2,000	454,442,950



## SESSIONAL PAPER No. 10d

No. 9.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg during the Crop Years ended August 31, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915 and 1916.

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained	Inspector's Grade not Sustained.
September, 1907.....	2,381	2	2	.....
October, 1907.....	10,641	46	31	15
November, 1907.....	12,786	31	23	8
December, 1907.....	10,019	17	9	8
January, 1908.....	5,740	27	20	7
February, 1908.....	3,995	33	21	12
March, 1908.....	4,972	47	34	13
April, 1908.....	4,152	45	34	11
May, 1908.....	2,125	22	18	4
June, 1908.....	3,398	34	26	8
July, 1908.....	2,658	6	6	.....
August, 1908.....	1,115	7	5	2
Totals .....	63,982	317	229	88
September, 1908.....	11,018	23	23	.....
October, 1908.....	16,812	48	38	10
November, 1908.....	21,068	53	38	15
Déccmber, 1908.....	10,918	37	29	8
January, 1909.....	3,374	21	14	7
February, 1909.....	3,765	14	10	4
March, 1909.....	7,668	37	30	7
April, 1909.....	5,637	30	21	9
May, 1909.....	1,930	1	1	.....
June, 1909.....	2,784	7	3	4
July, 1909.....	2,129	5	4	1
August, 1909.....	554	.....	.....	.....
Totals.....	87,957	276	211	65
September, 1909.....	17,365	13	8	5
October, 1909.....	23,219	22	17	5
November, 1909.....	19,438	42	26	16
Déccmber, 1909.....	9,726	10	5	5
January, 1910.....	5,510	10	7	3
February, 1910.....	5,123	12	5	7
March, 1910.....	7,507	13	5	8
April, 1910.....	7,535	18	14	4
May, 1910.....	5,465	2	.....	2
June 1910.....	4,920	1	.....	1
July, 1910.....	5,191	6	4	2
August, 1910.....	3,998	3	1	2
Totals .....	114,997	152	92	60
September, 1910.....	12,938	13	11	2
October, 1910.....	22,421	45	31	14
November, 1910.....	15,798	29	16	13
Déccmber, 1910.....	7,967	31	24	7
January, 1911.....	1,890	4	4	.....
February, 1911.....	3,301	14	10	4
March, 1911.....	8,600	41	25	16
April, 1911.....	7,024	8	5	3
May, 1911.....	4,201	3	.....	3
June, 1911.....	6,451	5	5	.....
July, 1911.....	6,828	9	7	2
August, 1911.....	3,318	2	2	.....
Totals.....	100,737	204	140	64



7 GEORGE V, A. 1917

No. 9.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg during the Crop Years, etc.—*Continued.*

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September, 1911.....	10,565	21	13	8
October, 1911.....	26,642	51	33	18
November, 1911.....	23,657	43	32	11
December, 1911.....	22,137	47	36	11
January, 1912.....	10,807	19	16	3
February, 1912.....	15,618	18	17	1
March, 1912.....	16,757	71	58	13
April, 1912.....	14,348	43	35	8
May, 1912.....	11,755	46	40	6
June, 1912.....	10,848	45	38	7
July, 1912.....	9,711	21	17	4
August, 1912.....	3,356	14	12	2
Totals.....	176,201	439	347	92
September, 1912.....	5,953	— 8	7	1
October, 1912.....	33,779	21	15	6
November, 1912.....	35,519	33	31	2
December, 1912.....	25,598	24	21	3
January, 1913.....	16,094	41	33	8
February, 1913.....	11,251	25	23	2
March, 1913.....	14,512	22	18	4
April, 1913.....	10,005	17	15	2
May, 1913.....	14,709	24	19	5
June, 1913.....	10,785	15	11	4
July, 1913.....	7,084	11	11	.....
August, 1913.....	3,786	4	4	.....
Totals.....	189,075	245	208	37
September, 1913.....	27,943	11	9	2
October, 1913.....	45,622	22	20	2
November, 1913.....	42,820	38	36	2
December, 1913.....	24,008	41	34	7
January, 1914.....	5,580	6	3	3
February, 1914.....	3,551	10	9	1
March, 1914.....	9,414	8	8	.....
April, 1914.....	10,575	17	11	6
May, 1914.....	8,919	16	13	3
June, 1914.....	8,684	4	2	2
July, 1914.....	5,796	4	3	1
August, 1914.....	3,814	2	2	.....
Totals.....	196,726	179	150	29
September, 1914.....	34,526	27	22	5
October, 1914.....	16,799	26	18	8
November, 1914.....	17,117	45	36	8
December, 1914.....	7,812	9	8	1
January, 1915.....	5,115	6	6	.....
February, 1915.....	8,111	18	17	1
March, 1915.....	11,092	15	13	2
April, 1915.....	8,460	23	15	8
May, 1915.....	5,786	4	4	.....
June, 1915.....	3,467	2	1	1
July, 1915.....	3,070	.....	.....	.....
August, 1915.....	1,476	2	2	.....
Totals.....	122,831	177	142	34



SESSIONAL PAPER No. 10d

No. 9.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg during the Crop Years, etc.—*Concluded.*

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September, 1915	27,759	9	9	
October, 1915.....	59,927	31	27	4
November, 1915.....	54,883	72	65	7
December, 1915.....	42,104	43	40	3
January, 1916.....	11,725	15	14	1
February, 1916.....	13,239	15	14	1
March, 1916.....	22,797	12	10	2
April, 1916.....	17,774	10	8	2
May, 1916.....	29,131	14	11	3
June, 1916.....	25,072	10	8	2
July, 1916.....	30,018	8	7	1
August, 1916.....	19,610	9	6	3
Totals.....	354,039	248	219	29

*Calgary.*

Crop year, 1914-15.....	6,625	39	28	11
“ 1915-16.....	7,236	74	54	20



7 GEORGE V, A. 1917

No. 10.—STATEMENT showing the number of Surveys held on Cars of Grain at Toronto during the Crop Years ended August 31, 1910, 1911, 1912, 1913, 1914, 1915 and 1916.

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September, 1909	38			
October, 1909	220	1	1	
November, 1909	277	3	1	2
December, 1909	273	6	6	
January, 1910	179	7	3	4
February, 1910	174	1	1	
March, 1910	133			
April, 1910	113			
May, 1910	65			
June, 1910	70	1		1
July, 1910	37	1		1
August, 1910	40	1	1	
Totals	1,619	21	13	8
September, 1910	29	2	1	1
October, 1910	112	14	6	8
November, 1910	182	1	1	
December, 1910	290	1		1
January, 1911	359	3	1	
February, 1911	287	2	2	
March, 1911	392	9	6	3
April, 1911	142	3	1	2
May, 1911	90	1		1
June, 1911	155	1		1
July, 1911	253	4	1	3
August, 1911	533	2	1	1
Totals	2,824	43	20	23
September, 1911	333	4	4	
October, 1911	298	3	2	1
November, 1911	185			
December, 1911	93	2	2	
January, 1912	57			
February, 1912	116			
March, 1912	70	1		1
April, 1912	43			
May, 1912	17			
June, 1912	8			
July, 1912	9			
August, 1912	11			
Totals	1,240	10	8	
September, 1912	24			
October, 1912	67			
November, 1912	84			
December, 1912	74	1		1
January, 1913	77			
February, 1913	57			
March, 1913	60	4	2	2
April, 1913	25	1		1
May, 1913	31			
June, 1913	16			
July, 1913	10			
August, 1913	15			
Totals	540	6	2	4



## SESSIONAL PAPER No. 10d

No. 10.—STATEMENT showing the number of Surveys held on Cars of Grain at Toronto during the Crop Year ended August 31, 1910, 1911, 1912, 1913, 1914, 1915 and 1916—*Continued.*

Month.	Total No. of cars Inspected.	Surveys Held.	Inspector's Grade. Sustained.	Inspector's Grade not Sustained.
September, 1913 .....	82	.....	.....	.....
October, 1913 .....	125	3	1	2
November, 1913 .....	97	.....	.....	.....
December, 1913 .....	107	4	1	3
January, 1914 .....	67	.....	.....	.....
February, 1914 .....	55	.....	.....	.....
March, 1914 .....	39	.....	.....	.....
April, 1914 .....	43	4	1	3
May, 1914 .....	25	1	1	.....
June, 1914 .....	21	1	1	.....
July, 1914 .....	12	.....	.....	.....
August, 1914 .....	17	.....	.....	.....
Totals .....	690	13	5	8
September, 1914 .....	73	1	.....	1
October, 1914 .....	118	1	1	.....
November, 1914 .....	170	.....	.....	.....
Décember, 1914 .....	280	2	1	1
January, 1915 .....	311	1	.....	1
February, 1915 .....	117	1	1	.....
March, 1915 .....	114	.....	.....	.....
April, 1915 .....	154	3	2	1
May, 1915 .....	111	1	1	.....
June, 1915 .....	77	.....	.....	.....
July, 1915 .....	75	.....	.....	.....
August, 1915 .....	59	1	1	.....
Totals .....	1,659	11	7	4
September, 1915 ..	60	1	1	.....
October, 1915 ..	82	.....	.....	.....
November, 1915 ..	235	8	3	5
December, 1915 ..	371	4	3	1
January, 1916 ..	306	8	2	6
February, 1916 ..	381	.....	.....	.....
March, 1916 ..	278	4	2	2
April, 1916 ..	232	5	1	4
May, 1916 ..	47½	4	3	1
June, 1916 ..	22	3	2	1
July, 1916 ..	9	2	2	.....
August, 1916 ..	2	.....	.....	.....
Totals .....	2,025½	39	19	20



7 GEORGE V, A. 1917

No. 11.—COMPARATIVE STATEMENT of Receipts of Grain at Terminal Elevators, Fort William and Port Arthur, for the Crops of 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915.

Crop Year to August 31.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.
1901.....	5,959,920	1,394	.....	7,675	7,225,077
To Duluth.....	1,256,088				
1902.....	30,141,536	1,237,557	56,769	10,726	38,738,249
To Duluth.....	7,291,661				
1903.....	41,302,474	1,625,623	348,909	167,537	44,884,252
To Duluth.....	1,439,709				
1904.....	32,080,627	193,501	101,425	462,053	32,837,606
1905.....	31,508,617	832,664	259,310	169,761	32,770,352
1906.....	56,056,560	6,278,449	1,001,298	392,000	63,728,307
1907.....	60,553,693	13,012,106	1,869,181	796,191	76,231,171
1908.....	40,689,868	10,657,172	1,914,296	1,515,694	54,777,030
1909.....	58,088,727	15,031,400	2,498,174	2,110,668	77,728,969
1910.....	72,285,601	26,483,516	3,300,676	Rye 4,999 3,360,800	105,435,592
1911.....	70,131,871	17,777,080	1,536,500	Rye 5,236 2,877,330	92,328,017
1912.....	108,192,739	29,459,591	3,482,689	Rye 10,204 5,954,451	147,099,674
1913.....	107,494,757	34,482,918	9,868,774	17,999,403	169,845,852
1914.....	133,737,205	41,455,152	10,576,310	Rye 13,002 12,425,544	198,207,213
1915.....	75,715,606	17,189,298	2,624,081	3,179,925	98,713,396
1916.....	275,716,261	74,531,578	9,888,659	Rye 4,486 6,196,094	366,332,592



## SESSIONAL PAPER No. 10d

No. 12.—COMPARATIVE STATEMENT showing Quantity of each kind of Grain Shipped from Fort William and Port Arthur, for the Crop Years hereinafter enumerated.

Crop Year to August 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1900-01.....	6,468,511					6,468,511
1901-02.....	28,148,728	1,135,733	52,185	10,726		29,347,372
1902-03.....	41,487,536	1,619,487	322,377	115,446		43,544,846
1903-04.....	31,384,151	286,446	67,471	282,013		32,020,081
1904-05.....	29,669,107	767,933	265,002	271,296		30,973,338
1905-06.....	55,509,720	5,721,815	959,546	456,928		62,648,009
1906-07.....	54,849,649	12,744,736	1,839,177	753,307	9,010	70,195,879
1907-08.....	47,521,490	11,096,405	1,971,938	1,514,644	3,036	62,107,513
1908-09.....	58,193,198	15,048,353	2,490,679	2,033,334		77,765,564
1909-10.....	72,266,424	22,630,679	3,010,566	3,555,194	5,675	101,468,538
1910-11.....	70,336,459	19,937,902	1,635,231	2,880,067	1,893	94,791,552
1911-12.....	106,933,174	27,783,572	3,241,590	5,587,580	11,607	143,557,523
1912-13.....	108,660,217	33,735,035	9,999,557	16,410,275		168,805,084
1913-14.....	133,798,008	43,633,361	10,863,305	12,062,693	10,380	200,367,747
1914-15.....	78,919,402	17,121,890	2,649,561	4,413,424	3,579	103,107,856
1915-16.....	266,860,317	70,155,858	9,510,883	5,168,936		351,695,994



7 GEORGE V, A. 1917

No. 13.—STATEMENT showing Receipts and Shipments of Grain at Fort William and Port Arthur for Crop Year ending August 31, 1916, with comparisons for 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915.

RECEIPTS.

Month.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1915.....	13,012,994	475,886	652,300	1,127,070	.	15,268,250
October, 1915.....	58,728,844	5,549,236	1,540,026	180,617	..	65,998,723
November, 1915.....	45,307,465	10,978,258	1,310,874	584,507	..	58,181,104
December, 1915.....	40,474,693	11,354,347	1,840,864	612,970	..	54,282,874
January, 1916.....	10,953,718	3,184,835	407,081	186,108	.....	14,731,742
February, 1916.....	3,672,054	1,133,699	219,933	114,142	.....	5,139,828
March, 1916.....	8,481,415	2,656,881	343,480	206,169	.....	11,687,945
April, 1916.....	7,644,977	2,429,659	241,712	192,337	.....	10,508,685
May, 1916.....	21,173,907	6,581,560	595,600	751,350	.....	29,102,417
June, 1916.....	27,198,978	10,832,066	636,564	706,891	.....	39,374,499
July, 1916.....	20,273,631	10,124,984	950,386	665,706	.....	32,014,707
August, 1916.....	18,793,585	9,230,167	1,149,839	868,227	.....	30,041,818
Total, 1915-16.....	275,716,261	74,531,578	9,888,659	6,196,094		366,332,592
Crop, year 1908.....	40,689,868	10,657,172	1,914,296	1,515,694	.....	54,777,030
Crop, year 1909.....	58,088,727	15,031,400	2,498,174	2,110,668	.....	77,728,969
Crop, year 1910.....	72,285,601	26,483,516	3,300,676	3,360,800	4,999	105,435,592
Crop, year 1911.....	70,131,871	17,777,080	1,536,500	2,877,330	5,236	92,328,017
Crop, year 1912.....	108,192,739	29,459,591	3,482,689	5,954,451	10,204	147,099,674
Crop, year 1913.....	107,494,757	34,482,918	9,868,774	17,999,403	.....	169,845,852
Crop, year 1913-14.....	133,737,205	41,455,152	10,576,310	12,425,544	13,002	198,207,213
Crop, year 1914-15.....	75,715,606	17,189,298	2,624,081	3,179,925	4,486	98,713,396



SESSIONAL PAPER No. 10d

No. 13.—STATEMENT showing Receipts and Shipments of Grain at Fort William and Port Arthur for Crop, etc.—*Concluded.*

## SHIPMENTS.

Month.		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1915. . .	{ Rail.	191,893	26,441	9,314	2,340		229,988
	{ Lake	8,624,631	264,054	390,818	265,980		9,545,483
October, 1915 . . . .	{ Rail.	411,357	110,652	78,621	3,653		604,283
	{ Lake.	47,681,230	3,208,236	1,137,440	654,286		52,681,192
November, 1915. . . .	{ Rail.	581,101	297,810	33,862	4,450		917,229
	{ Lake.	41,458,519	9,062,136	1,067,623	326,506		51,914,784
December, 1915. . . .	{ Rail.	2,466,104	947,333	339,304	126,156		3,878,897
	{ Lake.	39,574,970	8,361,453	1,142,739	377,896		49,457,058
January, 1916. . . . .	{ Rail.	2,569,288	944,361	218,629	183,199		3,915,477
	{ Lake.	513,500	159,800				673,300
February, 1916. . . .	{ Rail.	2,699,182	632,882	19,308	30,501		3,381,873
	{ Lake.	1,326,999	149,250				1,476,249
March, 1916. . . . .	{ Rail.	3,585,995	2,039,983	42,803	91,230		5,760,011
	{ Lake.	22,000					22,000
April, 1916. . . . .	{ Rail.	4,547,990	1,563,572	14,192	33,771		6,159,525
	{ Lake.	12,194,761	2,182,059	102,204	71,645		14,550,669
May, 1916. . . . .	{ Rail.	764,326	210,668	9,301	46,532		1,030,827
	{ Lake.	25,135,091	10,751,412	1,952,000	704,635		38,543,138
June, 1916. . . . .	{ Rail.	462,378	270,257	12,631	10,111		755,377
	{ Lake.	24,472,143	9,656,824	655,206	361,240		35,145,413
July, 1916. . . . .	{ Rail.	380,324	524,597	17,950	22,155		945,026
	{ Lake.	24,060,282	8,460,533	920,815	902,173		34,343,803
August, 1916. . . . .	{ Rail.	599,336	2,932,121	40,668	14,774		3,586,899
	{ Lake.	22,536,997	7,400,318	1,307,455	935,705		32,180,475
Crop, year 1916. . . *	{ Rail.	19,259,274	10,500,683	836,583	568,872		31,165,412
	{ Lake.	247,601,123	59,656,075	8,676,300	4,600,066		320,533,564
Crop, year 1908. . .	{ Rail.	10,224,540	3,888,695	694,310	300,233		15,107,778
	{ Lake.	36,607,299	7,163,801	1,256,166	1,231,609		46,258,875
Crop, year 1909. . . .	{ Rail.	8,451,114	2,690,863	516,119	404,313		12,062,409
	{ Lake.	49,742,084	12,357,490	1,974,560	1,629,021		65,703,155
Crop, year 1910. . . .	{ Rail.	9,119,987	2,471,304	412,141	544,371	2,939	12,550,742
	{ Lake.	63,146,437	20,159,375	2,598,425	3,010,823	2,736	88,917,796
Crop, year 1911. . . .	{ Rail.	7,594,404	1,444,158	115,419	403,109		9,557,090
	{ Lake.	62,742,055	18,493,744	1,519,812	2,476,958	1,893	85,234,462
Crop, year 1912. . . .	{ Rail.	19,790,878	7,115,692	306,705	1,434,668	4,543	28,652,486
	{ Lake.	87,142,296	20,667,880	2,934,885	4,152,912	7,064	114,905,037
Crop, year 1913. . .	{ Rail.	12,538,098	5,548,497	1,248,745	924,142		20,259,482
	{ Lake.	96,124,119	28,186,538	8,750,812	15,891,307		148,952,776
Crop, year 1914. . . .	{ Rail.	8,259,563	4,522,460	901,340	228,250	10,365	13,921,978
	{ Lake.	124,697,011	39,060,529	9,963,500	11,814,050	213	185,535,303
Crop, year 1915. . . *	{ Rail.	6,626,147	1,224,195	125,481	107,897	2,540	8,086,260
	{ Lake.	72,293,255	15,897,695	2,524,080	4,305,527	1,039	95,021,596

NOTE.—The shipments to Mill at Fort William are included in rail shipments.

\*Compiled weekly to the 28th day of August, 1915 and 1916.



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No. 14.—STATEMENT showing Shipments of Grain from Fort William and Port Arthur to the undermentioned Ports during the Seasons of Navigation 1914, 1915 and 1916.

	WHEAT.					
	Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation, 1916.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	
Canadian ports—						
Midland .....	9,188,395		2,276,217		5,550,856	
Tiffin.....			7,005,145		12,658,718	
Depot Harbour.....	370,000		1,528,828		4,332,630	
Collingwood.....	90,019					
Point Edward.....						
Meaford.....						
Goderich.....	5,925,142		6,604,564	176,703	9,184,605	
Port Colborne.....	26,553,362		25,309,842		17,151,002	
Thorold.....						
Port Stanley.....	170,612		64,975		114,882	
Kingston.....	2,653,494		413,176		12,065	
Montreal.....	5,103,146		2,453,243		987,786	
Seaforth.....						
Prescott.....			13,504			
Silver Island.....						
Quebec.....						
Port McNicoll.....	11,288,198		14,497,824		22,983,336	
Unknown destinations ..	30,780					
Walkerville.....						
Total, Canadian ports.....	61,373,148		60,167,318	176,703	72,975,880	
Winter Storage—						
Canadian Ports.....	1,325,770		427,000		1,758,240	
Canadian Boats wrecked cargoes.....					136,169	
United States ports—						
Fairport.....		229,657	231,800	5,865,212	4,539,269	
Toledo.....	103,002		63,000	1,424,312	429,594	
Buffalo, N. Y.....	1,779,825	19,246,430	7,025,377	62,307,733	81,578,925	
Superior.....			119,046		1,946,345	
Cleveland.....				434,000	299,876	
Erie.....		1,247,149		3,354,864		
Port Huron.....	154,864	346,858	219,858	825,822	562,195	
Detroit.....	144,585		105,000	18,000	100,283	
Sandusky.....				97,000	103,550	
Chicago.....					100,000	
Total, U.S. ports.....	2,182,276	21,070,094	7,764,081	74,326,943	89,660,037	
Winter Storage, U.S.....		1,816,782		24,530,756	17,155,665	
U.S. boats wrecked cargoes.....						
Grand total shipments.....	64,881,194	22,886,876	68,358,399	99,034,402	106,815,702	
	87,768,070		167,392,801		181,685,991	



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No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1914, 1915 and 1916.—*Continued.*

	OATS.					
	Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation, 1916.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound.....						
Midland.....	4,511,598		1,882,563		2,321,843	
Tiffin.....			2,529,335		3,381,024	
Depot Harbour.....	1,660,047		100,000		835,200	
Collingwood.....						
Point Edward.....						
Meaford.....						
Goderich.....	1,876,062		423,432		3,676,036	
Port Colborne.....	2,259,369		4,052,704	527,951	8,368,607	
Port Stanley.....						
Kingston.....	2,200,420		1,753,908		969,625	
Montreal.....	5,547,260		3,574,970		6,371,928	
Prescott.....			18,741			
Quebec.....	644,199				125,000	
Port McNicoll.....	3,361,168		6,107,754		9,431,039	
Total, Canadian ports	22,060,123		20,443,407	527,951	35,480,302	
Winter Storage Canadian ports	237,114		2,043,477		4,504,137	
Shipped direct to England			121,482			
U.S. ports—						
Detroit.....		168,200				
Buffalo, N.Y.....	175,588	2,252,822	49,999	2,413,886	17,365,650	
Chicago.....		317,000				
Cleveland.....						
Fairport.....					323,305	
Port Huron.....		727,073	241,174		17,345	
Toledo.....				242,802	130,500	
Total, U.S. ports	175,588	3,465,095	291,173	2,656,688	17,836,800	
Winter Storage U.S. ports		25,000		1,140,472		
Grand total shipments.....	22,472,825	3,490,095	22,899,539	4,325,111	57,821,239	
	25,962,920		27,224,650			



7 GEORGE V, A. 1917

No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1914, 1915 and 1916.—*Continued.*

	BARLEY.					
	Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation, 1916.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Midland.....	224,959		96,182	232,686	36,876	
Tiffin.....			431,574		1,010,916	
Depot Harbour.....			115,056			
Point Edward.....						
Meaford.....						
Goderich.....	109,292		239,938		344,076	
Port Colborne.....	1,613,227		263,964		661,239	
Kingston.....	364,784		5,490		148,021	
Montreal.....	1,646,983		840,102		1,915,217	
Prescott.....						
Port McNicoll.....	65,342		558,945		1,423,538	
Total, Canadian ports	4,024,587		2,551,251	232,686	5,539,883	
Winter Storage Canadian ports.....	2,000				131,994	
U. S. port—						
Fairport.....						
Buffalo.....		1,069,595	34,955	1,252,190	2,028,185	
Toledo.....			78,666			
Cleveland.....						
Detroit.....						
Erie.....						
Port Huron.....			241,376		101,587	
Total, U. S. ports.....		1,069,595	354,997	1,252,190	2,129,772	
Winter Storage U. S. ports.....				580,439	1,085,633	
U. S. Boats wrecked.....						
Grand total shipments....	4,026,587	1,069,595	2,906,248	2,065,315	8,887,282	
	5,096,182		4,971,563			



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No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1914, 1915 and 1916.—*Continued.*

	FLAX.					
	Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation, 1916.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	
Canadian ports—						
Owen Sound.....						
Midland.....						
Tiffin.....			26,450			
Depot Harbour.....						
Collingwood.....						
Point Edward.....						
Meaford.....						
Goderich.....	128,193		212,375		327,331	
Port Colborne.....	154,595		3,009			
Thorold.....						
Port Stanley.....						
Kingston.....	83,132					
Montreal.....	487,518		445,974		393,093	
Prescott.....						
Sault Ste. Marie.....						
Walkerville.....						
Port McNicoll.....	228,284		143,844		298,100	
Total, Canadian ports....	1,981,722		831,652		1,018,524	
Winter Storage Canadian ports.....	34,518					
U. S. Ports—						
Fairport.....						
Superior.....			53,340			
Buffalo.....	232,413	4,205,347	82,838	822,592	2,742,103	
Chicago.....	227,205			101,377	515,827	
Cleveland.....	117,889			256,623		
Duluth.....		179,422			315,296	
Milwaukee.....					141,000	
Port Huron.....						
Toledo.....	100,000	264,800				
Total, U. S. ports .....	677,507	4,649,569	136,178	1,180,592	3,714,226	
Winter Storage, U. S. ports..		1,128,340		255,956	842,237	
U. S. Ports wrecked cargoes						
Grand total shipments.....	1,793,747	5,777,909	967,830	1,436,548	5,574,987	
	7,571,656		2,404,378			



7 GEORGE V, A. 1917

No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1914, 1915 and 1916.—Continued.

	RYE.				SCREENINGS.				
	Season of Navigation, 1913.	Season of Navigation, 1914.	Season of Navigation, 1915.	Season of Navigation, 1916.	Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation, 1916.
	Canadian Vessels.	Canadian Vessels.	Canadian Vessels.	Canadian Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—									
Owen Sound.....		349					19,597		
Midland.....									
Tiffin.....									
Depot Harbour...									
Collingwood.....									
Point Edward....									
Meaford.....									
Goderich.....	1,924				44,548				
Port Colborne....		702			79,872		31,592		19,633
Thorold.....									
Port Stanley....									
Kingston.....					26,568				
Montreal.....	609				133,207				
Prescott...									
Sault Ste Marie...									
Walkerville.....									
Port McNicoll...	500				36,834		14,673		
Total Canad'n ports	3,033	1,051	Nil.	Nil.	321,029		65,862		19,633
Winter storage					3,596				
U. S. ports—									
Ogdensburg.....									
Buffalo.....					64,647	125,446	27,234	236,262	60,572
Chicago.....					95,128		134,639	252,634	51,683
Cleveland.....									
Duluth.....									
Superior.....					910,088	133,510	104,407	309,640	1,462,268
Winter storage in U. S. ports...									
								546,646	
Total U. S. ports...					1,069,863	258,956	266,280	1,345,182	1,574,523
Grand total shipments...	3,033	1,051			1,394,488	258,956	332,142	1,345,182	1,594,156
	3,033	1,051	Nil.	Nil.	1,653,444		1,677,324		



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No. 14.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation, 1914, 1915 and 1916—*Continued.*

	MIXED GRAIN.				
	Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation 1916.
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—					
Owen Sound.....					
Midland.....	278		59,655		
Tiffin.....					
Depot Harbour..					
Collingwood.....					
Point Edward.....					
Meaford.....					
Goderich.....	41,167		9,815		37,360
Port Colborne.....	50,219		4,224		58,112
Thorold.....					
Port Stanley.....					
Kingston.....	76,795		7		
Montreal.....	89,766		39,574		39,848
Prescott.....					
Quebec.....	5,133				
Walkerville.....					
Port McNicoll.....	60,237		15,570		62,860
Total, Canadian ports.....	323,595		128,845		198,180
Winter storage Can. ports					52,531
U. S. ports—					
Ogdensburg.....					
Buffalo.....		2,445			35,853
Chicago.....					
Cleveland.....					
Duluth.....					
Erie.....					
Port Huron.....					9,375
Total, U. S. ports.....		2,445			45,228
Winter storage U. S. ports					26,416
Grand total shipments	323,595		128,845		322,355
	326,040				



7 GEORGE V, A. 1917

No. 14.—SHIPMENTS of Grain from Port William and Port Arthur for Seasons of Navigation 1911, 1912, 1913, 1914, 1915 and 1916—*Concluded*.

## TOTAL GRAIN.

	Season of Navigation, 1911.		Season of Navigation, 1912.		Season of Navigation, 1913.		Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation, 1916.	
	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.	Canadian Vessels.	U.S. Vessels.
Canadian ports—	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Owen Sound.....	3,421,503		1,844,862		16,790,137	1,682,954	13,925,579		4,274,559	232,686	7,909,575	
Midland.....	9,807,503		12,259,536						10,052,159		17,050,658	
Tiffin.....	1,030,821		3,633,446		6,552,293	234,758	2,030,047		1,743,884		5,167,830	
Depot Harbour.....	230,137		309,568		543,673		90,019					
Collingwood.....	1,927,011		2,395,083		514,337	246,384						
Point Edward.....	166,208		824,536		446,146							
Meaford.....	9,346,753		9,736,157		9,695,786	330,355	8,124,404		7,490,124	176,703	13,569,408	
Goderich.....	6,441,912		12,255,471		23,950,906		30,711,346		29,665,355	527,951	26,258,593	
Port Colborne.....	62,000		91,226		67,315							
Thorold.....	168,801		201,301		67,041		170,612		64,975		114,882	
Port Stanley.....	11,051,582		10,973,995		10,196,319		5,405,193		2,172,581		1,129,711	
Kingston.....	11,794,572		14,938,508		16,982,700		13,007,880		7,353,863		9,707,872	
Montreal.....			5,000									
Seaforth.....	47,573				577,102				32,245			
Prescott.....												
Silver Island.....			180									
Hamilton.....	110,699											
Quebec.....	377,463		256,991		178,973		649,332				125,000	
Port McNicoll.....	2,345,769		9,061,794		12,144,037		15,040,063		21,338,610		34,198,873	
Sault Ste. Marie.....												
Walkerville.....	157,370						30,780					
Unknown destination.....												
Total, Canadian ports.....	58,487,677		78,787,654		98,706,765	2,494,451	89,185,255		84,188,835	937,340	115,232,402	
Shipped direct to England.....												
Winter Storage—									121,482			
Canadian ports.....							1,602,998		2,470,477		6,446,902	
Canadian Boats wrecked—												
Cargoes.....					466,953						136,169	



[illegible]



7 GEORGE V, A. 1917

No. 15.—STATEMENT showing shipments of Grain from Duluth to the undermentioned Ports during the Seasons of Navigation 1914, 1915 and 1916.

	WHEAT.					
	Season of Navigation 1914.		Season of Navigation 1915.		Season of Navigation 1916.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston.....						
Goderich.....						
Midland.....						
Depot Harbour.....		44,000				87,000
Tiffin.....	282,000	513,500				
Port Colborne...	96,827	747,883				759,612
Montreal...	32,610	604,759	18,171	954,531		995,135
Port McNicoll.....		655,000				
Total, Canadian ports..	411,437	2,565,142	18,171	954,531		1,841,747
U. S. ports—						
Buffalo.....		447,133		2,033,069		4,944,793
Erie.....		57,123				48,123
Chicago.....						
Port Huron.....						
Total, U. S. ports.		504,256		2,033,069		4,992,916
Grand total.....	411,437	3,069,398	18,171	2,987,600		6,834,663



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No. 15.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1914, 1915 and 1916—*Continued.*

	OATS.					
	Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation, 1916.	
	Canadian Vessels.	Canadian Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston.. . . .						
Goderich . . . . .						
Midland . . . . .						
Depot Harbour . . . . .						
Tiffin.. . . .						
Port Colborne.. . . .		1,734,389				
Montreal... . . . .	491,801	232,187	14,015			117,844
Total, Canadian ports	491,801	1,966,576	14,015			117,844
U. S. ports—						
Buffalo . . . . .		44,735				244,892
Erie.....						
Chicago... . . . .						
Total, U. S. ports.. . . .		44,735				244,892
Grand total.....	491,801	2,011,311	14,015			362,736



7 GEORGE V, A. 1917

No. 15.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1914, 1915 and 1916—Continued.

	BARLEY.					
	Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation, 1916.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston.....						39,102
Goderich.....						
Midland.....						
Depot Harbour.....						
Tiffin.....						
Port Colborne.....						
Montreal.....		168,766				
Total, Canadian ports.		168,766				39,102
U.S. ports—						
Buffalo.....		30,015		28,655		30,000
Detroit.....				104,235		
Chicago.....						
Total, U.S. ports		30,015		132,890		30,000
Grand total.....		198,781		132,890		69,102



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No. 15.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1914, 1915 and 1916—*Continued.*

	FLAX.					
	Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation, 1916.	
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	Vessels.	Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Kingston.....						
Goderich.....						
Midland.....						
Depot Harbour.....						
Tiffin.....						
Port Colborne...						
Montreal.....						
Total, Canadian ports.						
U. S. ports—						
Buffalo.....						
Toledo.....		95,959				
Chicago.....		151,755				
Total, U. S. ports..		247,714				
Grand total.....		247,714				



7 GEORGE V, A. 1917

No. 15.—SHIPMENTS of Grain from Duluth for Seasons of Navigation 1914, 1915 and 1916—*Concluded.*

	TOTAL, GRAIN.				
	Season of Navigation, 1914.		Season of Navigation, 1915.		Season of Navigation, 1916.
	Canadian Vessels.	U. S. Vessels.	Canadian Vessels.	U. S. Vessels.	U. S. Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—					
Kingston.....					39,102
Goderich.....					
Midland.....					
Depot Harbour .....		44,000			87,000
Tiffin.....	282,000	513,500			
Port Colborne.....	96,827	2,482,272			759,612
Montreal.....	524,411	1,005,712	32,186	954,531	1,112,979
Port McNicoll.....		655,000			
Total, Canadian ports. ....	903,238	4,700,484	32,186	954,531	1,998,693
U. S. ports—					
Buffalo.....		521,883		2,061,724	5,219,685
Erie.....		57,123			48,123
Chicago.....		151,755			
Detroit.....				104,235	
Toledo.....		95,959			
Total, U. S. ports .....		826,720		2,165,959	5,267,808
Grand total .....	903,238	5,527,204	32,186	3,120,490	7,266,501



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No. 16.—COMPARATIVE STATEMENT showing Shipments of Grain, by vessels and the All-rail Route from Fort William and Port Arthur for the Crop Years ending August 31, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915 and 1916 (Crops of 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915).

	Crop Year 1899-1900.			Crop Year 1900 1.			Crop Year 1901 2.			Crop Year 1902-3.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—												
*Extra No. 1 Hard.	4,754	...	4,754	...	...	...	...	...	...	...	...	...
No. 1 Hard...	12,246,474	1,500,554	13,747,028	1,137,392	57,240	1,194,632	5,168,691	114,430	5,283,121	16,529,726	798,183	17,327,909
†No. 2 “	1,795,764	336,986	2,132,750	905,581	199,024	1,104,605	31,679	...	31,679	10,392,171	995,968	11,388,139
†No. 3 “	660,332	182,819	843,151	2,043,985	153,612	2,197,597	34,049	...	34,049	4,558,469	508,349	5,066,818
No. 1 Northern	521,783	65,767	587,550	62,302	8,364	70,666	10,699,527	289,181	10,988,708	4,822,594	628,411	5,451,005
No. 2 “	34,984	5,176	40,160	2,359	...	2,359	9,488,246	310,352	9,798,598	2,123,896	129,769	2,253,665
No. 3 “	7,444	1,323	8,767	37,680	...	37,680	395,327	53,363	448,690	...	...	...
Sundry grades..	815,047	170,622	985,669	1,601,923	259,049	1,860,972	1,362,685	201,198	1,563,883	...	...	...
Oats .....	16,086,582	2,263,247	18,349,829	5,791,222	677,289	6,468,511	27,180,204	968,524	28,148,728	38,426,856	3,060,680	41,487,526
Barley.....	...	...	...	...	...	...	596,844	538,989	1,135,833	1,311,613	307,874	1,619,487
Flax .....	...	...	...	...	...	...	16,152	36,033	52,185	251,769	70,608	322,377
Total grain .	16,086,582	2,263,247	18,349,829	5,791,222	677,289	6,468,511	27,793,200	1,554,172	29,347,372	40,036,223	3,508,623	43,544,846

\*By 6 Edward VII, Chapter 18, Sec. 3, this grade was cancelled from July 13, 1906.  
†By 1 Edward VII, Chapter 24, Sec. 1, these grades was cancelled from May 12, 1901.



No. 16.—COMPARATIVE STATEMENT showing Shipments of Grain by Vessels and the All-rail Route from Port William and Port Arthur, etc.—Continued.

	CROP YEAR, 1903-4.			CROP YEAR, 1904-5.			CROP YEAR, 1905-6.			CROP YEAR, 1906-7.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—												
Extra No. 1 Hard . . . . .												
No. 1 Hard . . . . .	510,018	25,976	535,994	147,472	11,375	158,847	657,711	9,586	667,297	3,315,759	122,114	3,507,873
No. 1 Northern . . . . .	5,687,006	122,496	5,809,502	3,232,676	171,529	3,404,205	29,114,424	2,577,087	31,691,511	22,543,706	864,602	23,408,308
No. 2 “ . . . . .	8,453,309	335,459	8,788,768	8,046,964	224,880	8,271,844	11,591,693	1,293,140	12,884,833	14,227,111	666,067	14,893,178
No. 3 “ . . . . .	8,968,776	793,711	9,762,487	7,054,646	320,526	7,375,172	2,578,264	238,246	2,816,510	2,175,988	18,938	2,194,926
Sundry Grades . . . . .	4,933,516	1,533,884	6,467,400	9,253,113	1,205,926	10,459,039	5,685,175	1,764,391	7,449,566	9,457,388	1,387,976	10,845,364
Screenings . . . . .												
Totals . . . . .	28,552,625	2,831,526	31,384,151	27,734,871	1,934,236	29,669,107	49,627,267	5,882,453	55,509,720	51,719,952	3,129,697	54,849,649
Oats . . . . .	104,978	181,468	286,446	327,122	440,511	767,633	3,899,086	1,822,729	5,721,815	10,901,417	1,840,319	12,741,736
Barley . . . . .	46,666	20,805	67,471	122,687	142,315	265,002	571,017	338,499	959,546	1,154,654	684,523	1,839,177
Flax . . . . .	193,398	88,615	282,013	259,965	11,331	271,296	341,127	115,801	456,928	535,111	218,196	753,307
Rye . . . . .											9,010	9,010
Total, grain . . . . .	28,897,667	3,122,414	32,020,081	28,444,645	2,528,693	30,973,338	54,438,527	8,209,482	62,648,009	64,314,134	5,881,745	70,195,879



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No. 16.—COMPARATIVE STATEMENT showing Shipments of Grain by Vessels and the All-rail Route from Port William and Port Arthur, etc.—Continued.

	CROP YEAR, 1907-8.			CROP YEAR, 1908-9.			CROP YEAR, 1909-10.			CROP YEAR, 1910-11.		
	Vessels.		Totals.	Vessels.		Totals.	Vessels.		Totals.	Vessels.		Totals.
	Rail.	Bush.		Rail.	Bush.		Rail.	Bush.		Rail.	Bush.	
Wheat—												
No. 1 Hard	218,609	19,718	238,327	154,852	8,204	163,056	243,317	24,148	267,465	34,142	4,941	39,083
No. 1 Northern	6,946,021	515,591	7,461,612	10,313,401	381,429	10,694,830	24,328,892	1,599,058	25,927,950	9,846,216	110,847	9,957,063
No. 2	7,904,677	747,652	8,652,329	12,102,349	981,206	13,083,555	22,035,364	1,847,667	23,883,031	19,457,442	948,672	20,406,114
No. 3	6,595,049	1,074,054	7,669,103	11,961,618	1,634,241	13,595,859	9,339,008	1,208,759	10,547,767	18,066,167	1,720,021	19,786,188
Sundry grades	16,261,640	7,238,479	23,500,119	14,847,506	4,137,863	18,985,369	6,848,557	2,066,954	8,915,511	14,262,408	2,839,050	17,101,458
Screenings							330,640		330,640	861,082		861,082
Totals	37,925,996	9,595,494	47,521,490	49,379,726	7,142,943	56,522,669	63,125,778	6,746,586	69,872,364	62,527,457	5,623,531	68,150,988
Oats.	7,297,810	3,798,595	11,096,405	12,301,020	2,529,823	14,830,843	20,100,952	2,299,041	22,399,993	19,488,429	1,135,128	20,623,557
Barley	1,285,364	686,574	1,971,938	1,957,989	495,752	2,453,741	2,585,434	392,813	2,978,247	1,518,891	114,220	1,633,111
Flax	1,234,166	280,478	1,514,644	1,595,410	393,975	1,989,385	3,030,241	551,347	3,581,588	2,573,483	397,203	2,970,686
Rye		3,036	3,036	3,015	5,661	8,676	2,736	2,939	5,675		1,894	1,894
Total, grain	47,743,336	14,364,177	62,107,513	65,237,160	10,568,154	75,805,314	88,845,141	9,992,726	98,837,867	86,108,260	7,271,976	93,380,236



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No. 16.—COMPARATIVE STATEMENT showing Shipments of Grain by Vessels and

	CROP YEAR, 1911-12.			CROP YEAR, 1912-13.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
Wheat	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
No. 1 Hard.....	364	3,681	4,045	216,739	23,812	240,551
No. 1 Northern.....	2,687,048	241,039	2,928,087	12,543,518	1,164,507	13,708,025
No. 2 ".....	11,960,624	816,655	12,777,279	32,330,989	3,819,900	36,150,889
No. 3 ".....	20,818,864	2,402,597	23,221,461	25,656,393	1,321,331	26,977,724
Sundry grades.....	52,158,797	11,398,184	63,556,981	26,843,255	4,035,573	30,878,828
Screenings.....	211,715	241,323	453,038	1,271,568	..	1,271,568
Totals.....	87,837,412	15,103,479	102,940,891	98,862,462	10,365,123	109,227,585
Oats.....	20,767,883	6,776,522	27,544,405	28,043,423	5,515,426	33,558,849
Barley.....	2,934,889	293,010	3,227,899	8,776,003	1,186,922	9,962,925
Flax.....	4,154,830	1,443,328	5,598,158	15,927,287	700,094	16,627,381
Rye.....	7,064	4,544	11,608	5,062	..	5,062
Total, grain.....	115,702,078	23,620,883	139,322,961	151,614,237	17,767,565	169,381,802



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the All-rail Route from Fort William and Port Arthur, etc.—Concluded.

CROP YEAR, 1913-14.			CROP YEAR, 1914-15.			CROP YEAR, 1915-16.		
Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
894,672	85,343	980,015	30,611	3,134	33,745	2,056,976	138,031	2,195,007
73,677,493	2,060,096	75,737,589	14,782,266	1,007,808	15,790,074	137,919,099	7,658,147	145,577,246
32,007,949	2,463,081	34,471,030	25,574,825	2,345,844	27,920,669	45,366,931	3,877,622	49,244,553
7,948,094	719,535	8,667,629	18,517,590	1,192,191	19,709,781	35,346,003	4,299,006	39,645,009
10,168,803	2,931,508	13,100,311	13,387,963	2,077,170	15,465,133	36,216,532	6,421,160	42,637,692
2,193,247		2,193,247	1,039,047	277,196	1,316,243			
126,890,258	8,259,563	135,149,821	73,332,302	6,903,343	80,235,645	256,905,541	22,393,966	279,299,507
39,060,529	4,522,460	43,582,989	15,897,695	1,224,195	17,121,890	60,255,979	14,975,499	75,231,478
9,963,498	901,341	10,864,839	2,524,081	125,481	2,649,562	9,039,159	886,471	9,925,630
11,814,050	228,251	12,042,301	4,305,528	107,897	4,413,425	4,573,581	516,356	5,089,937
213	10,365	10,578	1,040	2,540	3,580		5,396	5,396
187,728,548	13,921,980	201,650,528	96,060,646	8,363,456	104,424,102	330,774,260	38,777,688	369,551,948



No. 17.—COMPARATIVE STATEMENT showing the Export of Canadian Grain from the undermentioned Ports for the Calendar Years 1913, 1914, 1915 and 1916.

	MONTREAL.					ST. JOHN, N.B.					QUEBEC.				
	1913.		1914.		1915.	1916.		1913.	1914.	1915.	1916.	1913.	1914.	1915.	1916.
	Bush		Bush		Bush	Bush		Bush	Bush.	Bush.	Bush	Bush.	Bush.	Bush	Bush
Barley . . . . .	4,678,268		3,538,987		1,383,402	3,721,815		737,860	415,947	18,912	582,813				
Beans . . . . .	219		56			3		1,289	484	39	50				
Buckwheat . . . . .	6,160		180					1,259							
Corn . . . . .	18,621					1,466,053		7,280		128,410					
Oats . . . . .	7,370,643		6,211,489		5,511,932	26,641,377		576,654	226,139	3,688,482	6,883,789				372,375
Pease, whole . . . . .	18,678		12,524		28,400	19,688		4,946	4,938	1,384	7,427				
Rye . . . . .	95,213		7,887			278,754		25,544			25,257				
Wheat . . . . .	27,442,213		27,888,492		22,712,540	32,612,051		7,785,401	6,652,134	6,412,638	9,771,974	200			
Other grain . . . . .															
Total . . . . .	39,630,015		37,659,615		29,636,274	64,739,741		9,140,233	7,299,642	10,249,865	17,271,310	200			372,375

	HALIFAX					VANCOUVER					TOTAL.				
	1913.		1914.		1915.	1916.		1913.	1914.	1915.	1916.	1913.	1914.	1915.	1916.
	Bush		Bush		Bush	Bush		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush	Bush
Barley . . . . .	27		6,099		71	52						5,416,155	3,993,403	1,402,385	4,304,680
Beans . . . . .	725		732		6,196	583			32,370		1,100	2,232	1,272	6,235	1,736
Buckwheat . . . . .			9									7,419	189		
Corn . . . . .	1,011		1,739		2,892	2,738						26,912	1,739	131,302	1,468,791
Oats . . . . .	358,036		254,819		410,932	4,785,993		136,222	43,781	29		8,441,555	6,736,228	9,611,375	38,683,534
Pease, whole . . . . .	1,535		4,466		10,401	4,536		645	11,082			25,804	33,010	40,185	31,651
Rye . . . . .	45											121,002	7,887		301,011
Wheat . . . . .	444,469		1,234,461		504,059	870,293		628,289	139,113	138,970	81,137	36,300,372	35,914,200	29,768,207	43,335,455
Other grain . . . . .															
Totals . . . . .	805,848		1,502,325		934,551	5,664,195		765,156	226,346	138,999	82,237	50,341,452	46,687,928	40,959,689	88,129,858

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In addition to the above there were exported from the ports of Montreal, Halifax, St. John and Vancouver, the following quantities of United States grain, viz.:

		Wheat.	Corn.	Oats.	Barley.	Rye.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1907.....		5,373,215	4,745,042		32,771	50,055	10,201,083
1908.....		10,908,194	430,829	109,130	113,678	51,568	11,613,399
1909.....		12,761,605	267,986	35,429	90,506	51,293	13,206,819
		3,882,885	2,834,474	38,715			6,756,074
1910.....	Halifax.....			3,616	1		3,617
	Vancouver....	1,317					1,317
	Montreal.....	1,623,172	5,391,388	49,190			7,063,750
						Othergr'n	
1911.....	Halifax.....		100			52	152
	Vancouver....					20	20
	Montreal.....	7,335,494		2,010,257	78,793	143,454	9,567,998
						Othergr'n	
1912.....	Halifax.....					3,333	3,333
	St. John.....		59,812				59,812
	Montreal.....	6,052,006	33,399	40,285	500,985	115,593	6,742,268
1913.....	Halifax.....				3	2,098	2,101
	St. John.....					75	75
	Montreal.....	32,872,591	2,000	2,614,147	1,014,607	358,572	36,861,917
1914.....	Halifax.....						
	St. John.....						
	Montreal.....	10,525,486	160,374	98,868			10,784,728
1915.....	Halifax.....						240
	Vancouver....						265
	Montreal....	496,864	3,401,414			350,295	4,248,573
1916 .....	St. John....	50,000	142,585		50,000		242,585
	Halifax.....		40				40
	Vancouver..		4,347				4,347



7 GEORGE V, A. 1917

No. 18.—COMPARATIVE STATEMENT showing quantities of Grain inspected at Winnipeg, Calgary, Moosejaw, Saskatoon and Duluth, which are, at the initial point of shipment, billed to points East, West and South by the All-rail Route from Winnipeg, Calgary, Moosejaw and Saskatoon, for the undermentioned Crop Years.

Crop years, ending August 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1900.....	253,150	52,800	10,000	2,490		318,440
1901.....	68,060	64,800	2,000	4,980		139,840
1902.....	1,327,700	1,449,600	103,000	45,900		2,926,200
1903.....	1,614,000	406,500	116,400	263,000		2,429,900
1904.....	552,300	171,000	7,200	20,000		750,500
1905.....	1,523,550	781,500	93,600	9,000		2,407,650
1906.....	1,448,280	851,928	139,680	5,000	2,400	2,447,288
1907.....	721,180	869,400	117,600	1,000	3,600	1,712,780
Calgary going East.....	6,420	469,800	3,600		2,400	482,220
" " West.....	167,990	572,400	31,200	2,000	1,200	774,790
Total, All-rail, 1907.....	895,590	1,911,600	152,400	3,000	7,200	2,969,790
1908.....	703,130	770,400	26,400	2,000	1,200	1,505,130
Calgary going East.....	14,980	201,600				216,580
" " West.....	375,570	554,400	38,400		1,200	969,570
Duluth.....	1,350,340	118,800	70,800	32,000		1,571,940
Total All-rail, 1908.....	2,446,020	1,645,200	135,600	34,000	2,400	4,263,220
1909.....	263,550	1,342,800	14,400	10,000		1,630,750
Calgary going East.....	1,304,100	2,136,600	27,600	21,000	4,800	3,494,100
" " West.....	1,043,700	1,558,800	54,000	1,000	7,200	2,664,700
Duluth.....	1,325,100	118,800	70,800	52,000		1,566,700
Total All-rail, 1909.....	3,936,450	5,157,000	166,800	84,000	12,000	9,356,250
1910.....	106,500	1,238,800	26,400		1,000	1,372,700
Calgary going East.....	328,020	566,200	13,200	15,000	4,000	926,420
" " West.....	1,292,910	1,844,900	15,800	2,000	8,000	3,163,610
Duluth.....	3,714,720	646,000	223,200	75,000		4,658,920
Total All-rail, 1910.....	5,442,150	4,295,900	278,600	92,000	13,000	10,121,650
1911.....	314,975	1,354,700	51,600			1,721,275
Calgary going East.....	465,475	9,500	27,600	1,000		503,575
" " West.....	624,575	2,325,600	96,000	4,000	7,000	3,057,175
Duluth.....	1,244,850	3,800	2,400	37,000		1,288,050
Total All-rail, 1911.....	2,649,875	3,693,600	177,600	42,000	7,000	6,570,075
1912.....	12,249,625	6,663,300	786,000	372,000	10,800	20,081,725
Calgary going East.....	522,450	326,800	60,000	6,000	3,600	918,850
" " West.....	981,475	3,744,900	87,600	6,000	7,200	4,827,175
" " South.....	1,327,625	2,760,700	166,800	3,000	9,600	4,267,725
Duluth.....	6,930,525	1,423,100	62,400	257,000		8,673,025
Total All-rail, 1912.....	22,011,700	14,918,800	1,162,800	644,000	31,200	38,768,500
1913.....	6,159,250	4,596,150	459,492	1,244,250	4,000	12,463,142
Calgary going East.....	682,875	848,250	219,700	25,200	4,000	1,780,025
" " West.....	1,495,125	2,421,900	127,400	1,050	3,000	4,048,475
" " South.....	3,331,125	4,590,300	817,700	24,150	*4,000	8,767,275
Duluth.....	3,555,000	323,700	478,400	2,636,500		6,993,600
Total All-rail, 1913.....	15,223,375	12,780,300	2,102,692	3,931,150	15,000	34,052,517



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No. 18.—COMPARATIVE STATEMENT showing quantities of Grain inspected at Winnipeg, Calgary, Moosejaw, Saskatoon and Duluth, which are, at the initial point of shipment, billed to points East, West and South by the All-rail Route from Winnipeg, Calgary, Moosejaw and Saskatoon, for the undermentioned Crop Years—*Concluded.*

Crop years, ending August, 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1914 .....	2,204,550	2,521,350	1,327,050	19,800	35,000	6,107,750
Calgary going East.....	140,300	454,350	196,650	13,200	2,000	719,509
“ “ West.....	946,450	1,739,400	93,150	1,100	3,000	2,811,100
Duluth .....	2,466,75	735,150	386,100	574,200	.....	4,162,200
Total All-rail, 1914.....	5,758,050	5,450,250	1,912,950	608, 0	2,000 69,000	13,800,550
1915 .....	187,875	505,400	35,100	8,200	26,000 3,000	765,575
Moosejaw.....	3,081,335	1,206,500	13,000	1,025	.....	4,301,860
Saskatoon .....	1,414,125	1,582,700	27,300	.....	.....	3,024,125
Calgary going East. ....	191,250	423,700	49,400	4,100	68,000	736,450
“ “ West.....	352,125	1,217,800	191,100	1,025	4,000	1,766,050
“ To Calgary...	2,140,875	4,886,800	644,800	3,075	33,000	7,708,550
Duluth.....	1,280,250	38,000	68,900	176,300	4,000	1,567,450
Total All-rail, 1915.....	8,647,835	9,860,900	1,029,600	193,725	26,000 112,000	19,870,060
1916 .....	4,309,200	8,341,450	271,350	28,750	51,000	13,101,750
Moosejaw. ....	3,696,000	647,800	4,050	100,050	3,000	4,451,900
Saskatoon. ....	1,260,000	541,200	31,050	5,750	.....	1,848,000
Calgary going East.....	3,433,200	2,603,500	669,600	10,350	39,000	6,757,650
“ “ West.....	370,800	639,600	56,700	4,600	8,000	1,079,700
“ To Calgary...	764,400	2,164,800	226,800	2,300	19,000	3,179,300
Duluth. ....	5,222,400	1,020,900	380,700	63,250	45,000	6,732,250
Total All-rail, 1916 ...	19,056,000	15,959,250	1,640,250	215,050	165,000	37,150,550



7 GEORGE V, A. 1917

No. 19.—COMPARATIVE STATEMENT of Canadian Wheat in Transit shipped from the following United States Ports for the Years ended June 30, 1909, 1910, 1911, 1912, 1913, 1914, 1915 and 1916.

Ports.	Quantities.							
	1909	1910	1911	1912	1913	1914	1915	1916
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Baltimore	465,773	1,801,294	2,200,518	5,317,498	9,152,469	11,928,664	1,406,896	19,984,809
Boston.....	7,420,969	8,012,253	5,158,468	10,512,406	12,833,084	14,307,797	6,483,802	13,587,095
New York	5,100,117	5,911,085	9,565,752	22,566,120	18,130,667	23,710,085	13,604,527	81,750,997
Philadelphia..	5,690,749	4,995,553	3,703,191	11,937,070	10,152,457	11,728,087	3,972,289	14,960,432
Portland..	4,809,880	6,409,286	3,564,299	5,174,759	6,481,025	9,438,961	6,548,068	26,736,349
Virginia..						717,495	142,635	646,706
Totals, bush..	23,487,488	27,129,471	24,192,228	55,507,853	56,749,702	71,831,089	32,158,217	157,666,388

COMPARATIVE STATEMENT of Canadian Flour in Transit shipped from United States Ports for the Years ended June 30, 1909, 1910, 1911, 1912, 1913, 1914, 1915 and 1916.

Ports.	Quantities.							
	1909	1910	1911	1912	1913	1914	1915	1916
	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.
Baltimore.....	9,639	530	11,356	29,033	86,767	60,727	45,635	193,406
Boston.....	142,482	244,066	249,232	319,024	352,289	232,718	225,302	711,383
New York	275,891	723,573	657,048	660,765	890,145	929,020	1,258,558	1,520,702
Philadelphia .....	36,600	61,282	43,271	118,569	159,027	236,338	294,237	421,926
Portland..	110,588	170,384	184,403	237,129	196,849	200,914	190,496	209,732
Virginia ..								1,429
Totals, bbls. ....	575,200	1,199,835	1,145,310	1,364,520	1,685,077	1,659,717	2,014,228	3,058,578



## SESSIONAL PAPER No. 10d

RATES on Canadian Grain by Vessel from Fort William and Port Arthur to Montreal, Georgian Bay Ports, other Canadian Ports and Buffalo, for Season of Navigation, 1916 (April 18 to December 13, 1916), by months.

MONTH.	MONTREAL. Rate per bushel.	GEORGIAN BAY PORTS. Rate per bushel.	OTHER CANADIAN PORTS. Rate per bushel.	BUFFALO. Rate per bushel.
	Cts.	Cts.	Cts.	Cts.
April . . . . .	7.	4.28	5.19	5.19
May . . . . .	8.05	3.91	3.73	4.17
June . . . . .	6.71	3.44	3.20	3.61
July . . . . .	7.62	4.27	3.10	4.45
August . . . . .	7.62	4.57	3.46	4.58
September . . . . .	7.61	4.07	3.39	3.76
October . . . . .		3.84	3.92	4.27
November . . . . .	9.11	4.28	4.12	4.03
December . . . . .		4.53	4.93	4.23

RATES on Canadian Grain by vessel from Duluth to Montreal, Georgian Bay Ports and Buffalo, for the Season of Navigation, 1916, by months.

MONTH.	MONTREAL. Rate per bushel.	GEORGIAN BAY PORTS. Rate per bushel.	BUFFALO. Rate per bushel.
	Cts.	Cts.	Cts.
April . . . . .			5.
May . . . . .	7.50	3.61	4.10
June . . . . .	6.33		3.25
July . . . . .			3.25
August . . . . .			4.
September . . . . .			4.
October . . . . .			
November . . . . .		3.90	
December . . . . .			



No. 21. STATEMENT showing List of Canadian and U. S. Vessels, with capacity of same and quantity of each kind of Grain carried by them, for the Season of Navigation 1916.

Canadian Vessels.	No. of Trips.	Capacity.		Wheat.		Oats.		Barley.		Flax.		Total.		Mixed Grain.		Elevator Screenings.	
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Lbs.	Tons.	Lb.
Advance.....	1	38,000				59,990						59,990					
Agawa.....	8	205,000	1,525,886					88,243				1,614,129					
Alberta.....	2	60,000	39,278							20,000		59,278					
Ames, A. E.....	10	54,000	39,549			428,025		270,227		28,500		766,301					
Arabian.....	8	40,000	76,080			277,254		27,995		36,850		418,180					
Assiniboia.....	4	75,000	147,399							10,000		157,399					
Athabasca.....	1	60,000	13,000									13,000					
Atitkoken.....	29	115,000	2,737,519			589,929		49,922				3,377,370					
Beaverton.....	8	100,000	121,388			667,421		94,715				883,524					
Bickerdike.....	10	46,000	41,600			408,281		142,991		47,000		639,872					
Blaamya.....	1	110,000				155,756						155,756					
Calgarian.....	9	105,000	241,700			719,655		53,451				1,014,806					
Collingwood.....	28	210,000	5,567,887			1,469,075				40,000		7,076,962					
Doric.....	19	118,000	1,455,041			703,540		165,021				2,323,602					
Drummond, Thomas J.....	12	120,000	1,132,843			154,363		88,692		41,000		1,416,898		1,919,306			
Easton.....	4	97,000	158,500			253,983		38,500				450,983					
Edmonton.....	27	101,000	1,887,792			257,070		437,712				2,681,374				589	
Emperor.....	12	345,000	3,209,591			1,573,822						4,848,926					
Jordanian.....	9	126,000	790,104			457,279		220,263		98,800		1,266,897					
Franz, W. C.....	11	200,000	1,210,232			1,098,987						2,387,582					
Glenfinnan.....	16	143,000	1,724,520			640,108						2,364,628					
Glenlivet.....	19	108,000	1,657,383			286,234		93,609				2,037,226		1,852,288			
Glenlyon.....	21	150,000	2,197,896			1,061,721						3,259,617					
Glenishie.....	25	325,000	4,951,043			4,174,242		368,524				9,493,809					
Graham, Geo. A.....	32	120,000	2,449,193			1,511,650		33,370		136,626		4,130,839					
Haddington.....	3	100,000	78,500			65,814		64,511		50,000		258,825					
Hagarty, J. H. G.....	20	375,000	6,730,370			993,291		93,885				7,817,516		3,486,720			
Hamiltonian.....	6	106,000				481,000		113,547		50,000		644,547		1,648,936			
Huronie.....	1	75,000	58,000									58,000					
Inland.....	7	105,000	597,447			104,035				14,741		701,482					
Ionic.....	9	55,000	43,183			333,196		195,017				586,127					
Iroquois.....	11	125,000	1,078,153			311,285						1,389,438					
Joyland.....	8					315,159		184,222				529,381		741,920			
Keewatin.....	2	75,000	118,343									118,343					
Malton.....	29	95,000	2,025,582			243,757		211,307		44,202		2,524,848		2,241,600			
Manitoba.....	2	50,000	39,051			10,000						49,051					
Mapleton.....	2	110,000				132,500		102,479				234,979					
Mariska.....	29	122,000	2,494,134			1,383,764		110,187		24,938		4,013,023					
Martian.....	14	205,000	1,724,363			1,595,683						3,320,046					
Masaba.....	18	100,000	1,506,500							6,000		1,592,500					
Matthews, W. D.....	15	215,000	2,519,092			776,918		124,913				3,420,953					



McKee, J. A.	4	120,000	320,094	205,233				525,327	1,157	
McLachlan, Mary E.	1							3,144,958		
Midland King	14	210,000	2,360,775	784,183				3,507,650		
Midland Prince	10	310,000	2,586,892	920,758				1,633,141		
Meaford	14	112,000	1,201,241	431,900				9,295,292		
Morden W. Grant	17	455,000	5,583,864	3,397,526			263,812	50,000		
Natironco	6	52,000	253,469				52,945	306,414		
Oatland	9		104,231	385,106			121,941	611,278		
Osler, E. B.	16	330,000	3,270,832	3,062,578			176,998	6,510,408		
Paipoonge	26	120,000	2,477,421	417,187			223,043	3,175,651		
Panther	3	60,000	165,000					165,000		
Pellatt, H. M.	12	50,000	57,031	647,817			178,270	47,500		
Plummer, J. H.	11	54,000		557,876			162,000	130,000		
Riverton	17	255,000	4,168,669	290,317				57,017		
Rosedale	1	80,000		114,988				4,516,033		
Sarnian	18	145,000	2,048,613	1,036,879				114,988		
Saronic	5	40,000	144,491				28,749	3,085,522		
Saskatoon	3	95,000		263,811			63,057	173,240		562,523
Sequin	13	45,000	68,098	750,897			112,621	352,219		
Staples, Gale	1	115,000	85,619					931,616		
Steelton	3	97,000	290,250					85,619		
Taylor J. Frator	13	290,000	2,217,769	300,000			146,928	290,250		
Thunder Bay	23	147,000	2,544,589	990,790			58,000	2,604,697		3,151,890
Toiler	6	95,000	179,690	472,975				3,593,379		
Valcartier	26	205,000	3,100,266	2,385,045			655,977	652,584		
Wade, J. H.	15	110,000	1,241,744	409,645				6,218,688		
Wahcondah	3	95,000		180,000			67,500	1,651,389		
Westerian	8	42,000	331,054					247,500		
Yorkton	29	97,000	2,029,791	700,824			170,745	331,054		
								2,901,360		
Vessels of United States Registry owned by Canadian Steamship Lines.										
America	4	120,000	326,822					71,000		
Brazil	1	120,000	113,000							
Briton	8	125,000	555,663				68,119	119,647	2,637	605
Dawson, Sir Trevor	1	415,000	406,221							
Fisher Erwin I.	1		63,155							
Kearsarge	1	160,000	152,015							
Mack, Wm. S.	3	195,000	316,500	306,764			102,204			
Merida	4	185,000	717,013							
Orr, George W.	1	155,000	146,500							
Owen, John	16	115,000	1,355,631					207,860	1,692	
Pontiac	1	125,000	110,347							
Schelesinger, Ferdinand	9	135,000	1,042,592	69,300						
Stadacona	3	350,000	717,800	78,311			209,222			
Stewart, A. E.	13	220,000	2,045,923	1,129,805						
Total 895 cargoes in 84 Canadian vessels.	895	11,270,000	97,881,766	44,015,292	6,235,464	1,715,590	149,255,112	15,605,183	6,075	1,755



No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity, etc.—Continued.

United States Vessels.		No. of Trips.	Capacity.	Wheat.	Oats.	Barley.	Flax.	Total.	Mixed Grain.	Elevator Screenings.	
			Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons.	Lbs.
Abyssinia.		9	125,000	875,000			250,000	1,125,000			
Adams, Thomas.		2	220,000	260,158	242,358			502,516			
Agnew, Wm. C.		1	375,000	360,000				360,000			
Allegheny.		5	175,000	456,905	98,087	234,179	130,000	919,171	1,584,948		
Amazonas.		5	135,000	523,000	188,056			711,056			
America.		8	115,000	757,000	162,694			919,694			
Andrews, Matthews.		1	380,000	383,151				383,151			
Argus.		1	250,000	240,000				240,000			
Ashley, J. S.		1	350,000	338,999				338,999			
Augustus, A. A.		1	350,000	337,229				337,229			
Aurora.		1	118,000	118,000				118,000			
Ball, Frank C.		1	365,000	365,000				365,000			
Billings, Frank.		1	310,000	202,000			90,000	292,000			
Bachum, Thomas.		1	310,000	305,000				305,000			
Belgium.		5	215,000	1,087,610				1,087,610			
Beland, Jno. J.		2	320,000	626,703				626,703			
Boston.		3	175,000	515,000				515,000			
Brown, J. J. H.		3	285,000	857,183				857,183			
Brown, William L.		1	255,000	248,684				248,684			
Buffalo.		8	210,000	1,349,200	43,506		244,853	1,637,559		669	
Butler, Joseph J., Jr.		2	370,000	708,000				708,000			
Caldera.		1	360,000	360,000				360,000			
Campbell, J. A.		1	390,000	381,508				381,508			
Castalia.		1	165,000	158,035				158,035			
Central West.		2	185,000	307,048				307,048			
Chicago.		3	160,000	457,000				457,000			
Christopher.		1	235,000	225,000				225,000			
City of Bangor.		2	235,000	225,000	324,881			549,881			
Clarke, E. A. S.		1	360,000	343,381				343,381			
Cedarus.		1		100,000				100,000			
Colgate, James B.		6	115,000	558,036				558,036		1,998	1,560
Conemaugh.		5	175,000	698,000	298,410			996,440			
Conestoga.		6	80,000	96,279			311,527	407,806			
Cornelius, Adam E.		2	270,000	532,203				532,203			
Cooke, Delos W.		2	170,000	333,000				333,000			
Corsica.		1	130,000	125,000				125,000			
Coulby, Harry.		2	380,000	483,364	365,500			848,864			
Cowle, John B.		1	375,000	361,045				361,045			
Davidson, James E.		1	345,000	343,000				343,000			



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Davidson, Louis R.	5	365,000	1,448,196	413,378	95,024		1,956,598		
Delaware	8	175,000	700,000	1,193,058			1,893,058		
Denmark	2	305,000	585,000				585,000		
Dunmick, J. R.	1	265,000	200,267		70,000		270,267		
Duluth	7	215,000	740,485	867,112	45,431	226,729	1,879,757		
Dunham, James S.	1	270,000	267,000				267,000		
Dunn, John, Jr.	1	360,000	345,000				345,000		
Durston, J. F.	1	275,000	249,589				249,589		
Earling, E. J.	4	370,000	1,092,132	573,958			1,666,090		
England, R. W.	1	220,000	221,365				221,365		
Fitzgerald, W. E.	1	265,000	249,718				249,718		
Ford, Emory L.	1	450,000	460,000				460,000		
Foster, Pask.	5	110,000	520,000				520,000		
French, G. Watson	1	210,000		295,000			295,000		
Garreston, General	1	355,000	349,619				349,619		
Gogebic	8	97,000	756,608				756,608		
Griffin	9	107,000	384,079		33,872		417,951	7,518	1,030
Hanna, D. R.	1	375,000	373,199				373,199		
Hanna, Howard M., Jr.	3	340,000	975,000				975,000		
Hebard, Charles S.	4	350,000	1,263,041			119,519	1,382,560		
Honoreva	2	75,000		202,020			202,020		
Hubbard, Charles	1	275,000				247,144	247,144		
Hubbard, C. Russell	1	375,000	348,638				348,638		
Hutchison, Chas. L.	2	345,000	701,000				701,000		
Ireland, Robert L.	1	360,000	363,000				363,000		
Jacob, C. W.	10	110,000	997,350			104,012	1,101,362		
Jenkins, Charles O.	3	345,000	1,042,038				1,042,038		
King, Willis L.	2	430,000	756,115	201,437			957,552		
Katcher, Charles W.	3	270,000	723,497		66,810		790,307		
Lackawanna	1	110,000	105,144				105,144		
Lakeport	10	105,000	668,530	91,345	65,583	32,752	858,210		
Lakewood	6	105,000	322,143	187,067	55,857		565,067	1,148	320
La Salle	9	105,000	380,181		100,258		480,442	6,793	1,870
Leonard, George B.	2	240,000	408,880				408,880		
Lewiston	11	110,000	1,118,150		30,044		1,148,194		
Livingstone	4	120,000	110,000	111,691			110,000	6,010	1,120
Luzon	2	190,000	260,354			38,841	410,886		
Mahoning	1	110,000	100,000				100,000		
Manchester	10	110,000	745,971	261,096		41,059	1,048,126	2,007	1,770
Marion	1	45,000	44,000				44,000		
Mars	1	250,000			230,641		230,641		
Maruba	14	125,000	1,376,362		204,649	115,633	1,696,644		
Mather, Samuel	1	395,000	367,088				367,088		
Mauch Chunk	2	220,000	218,745				218,745		
Maryland	1	140,000	133,000				133,000		
Maytham, Thomas	3	130,000	256,221	185,000			441,221		
Mecosta	1	97,000	97,000				97,000		
Miller, Leonard B.	2	340,000	664,854				664,854		
Mills, D. O.	1	385,000	357,216				357,216		



No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity, etc.—Continued.

United States Vessels.	No. of Trips.	Capacity.	Wheat.	Oats.	Barley.	Flax.	Total.	Mixed Grain.	Elevator Screenings.	
									Ton.	Lb.
Milwaukee.	1	160,000	147,945	Bush.	Bush.	Bush.	Bush.	Lb.		
Minch, Anna C.	3	240,000	654,079			63,700	147,945			
Minch, Philip	5	320,000	1,518,326	144,622			717,779			
Mitchell, Alfred.	9	100,000	893,000				1,662,948			
Mohegan.	1	55,000	54,000				893,000			
Moll, Clifford F.	1	300,000	269,233				54,000			
Montezuma.	3	180,000	179,013	542,927			269,233			
Morrow, Joe S.	1	270,000	384,403	384,403			721,940			
Morse, Jay O.	1	380,000	363,718		76,100		384,403			
Muncy.	7	175,000	976,999	192,542		49,000	363,718			
Nettleton.	1	350,000	342,685				1,294,641			
Niagara.	3	105,000	305,040				342,685			
Northern King.	1	110,000		152,000			305,040			
Northern Light	1	110,000		150,000			152,000			
Northern Wave.	2	110,000	97,915	146,631			150,000			
North Lake.	6	180,000	663,053	289,824		33,500	244,546			
North Sea.	4	180,000	534,277			192,000	986,377		1,778	
North Wind.	2	110,000	100,000	149,000			726,277			
Nottingham, Wm.	2	235,000	457,482				249,000			
Nyc, Harold B.	1	240,000	227,254				457,482			
O'Connor, Frank.	10	115,000	987,000	167,430			227,254			
Oakes, Herbert K.	1	350,000	341,033				1,154,430			
Oceania.	6	75,500	296,000				341,033			
Ohl, Edwin W.	1	275,000			60,627		426,568			
Omega.	14	125,000	1,611,215				263,063			
Osborne, A. W.	3	225,000	582,555			54,279	1,671,842			
Paisley.	2	70,000	69,081	98,347			636,834			
Panay.	1	220,000	209,000				167,428			
Penobscot.	2	250,000	240,000	351,754			209,000			
Peavey, Frank H.	1	270,000		150,550	186,233		591,754			
Peavey, George W.	1	270,000		408,229			336,783			
Plankinton, John.	8	95,000	541,000			85,748	408,229		1,550	1,000
Polloch, W. G.	1	275,000	220,000	89,500			626,748			
Pope, E. C.	6	150,000	864,169				309,500			
Ranney, Rufus P.	1	270,000			274,347		864,169			
Reeb, M. A.	1	220,000	222,853				274,347			
Rees, W. D.	9	220,000	1,895,759				222,853			
Richardson, G. A.	1	105,000		148,164			1,895,759			



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Richardson, W. C.	2	270,000	519,000	159,000			519,000		
Richland Star	1	110,000					159,000		
Robbins, Francis L.	1	240,000	230,883				230,883		
Robbins, L. S.	1	280,000	273,626				273,626		
Roberts, William T.	2	340,000	335,638	536,682			872,320		
Rochester.	2	210,000	395,000				395,000		
Roumanit.	7	98,000	572,000				572,000	1,906	1,180
Sacramento.	4	125,000	361,043	185,794			546,837		
Sagamore.	1	205,000	184,852				184,852		
Schuykill.	1	115,000	100,000				100,000		
Seranton.	2	110,000	95,011		101,588		196,599		
Sellwood, Joseph.	1	360,000	350,000				350,000		
Senator.	2	225,000	426,179				426,179		
Shaughnessy, Sir Thos.	3	315,000	871,199	149,251			1,020,450		
Sherwin, John.	1	350,000	341,882				341,882		
Sonabo.	1	255,000				246,000	246,000		
Sirins.	1	255,000	27,258			86,029	113,287		
Smith, B. Lyman.	2	235,000	453,000				453,000		
Smith, Harbut W.	3	245,000	712,643				712,643		
Smith, Lyman C.	1	365,000	339,499				339,499		
Smith, Monroe C.	2	240,000	458,735				458,735		
Smith, Wilbert L.	2	240,000	225,000				443,724		
Snyder, William P., Jr.	1	465,000	449,844		218,724		449,844		
Somona.	2	255,000	479,582				479,582		
Sonora.	1	198,000		308,929			308,929		
Spokane.	2	130,000	247,681				247,681		
Squire, F. B.	5	255,000	1,191,806				1,191,806		
Stanton, Jno.	1	345,000	349,400				349,400		
Stone, Amasa.	1	360,000	351,951				351,951		
Steinbrenner.	1	250,000	248,097				248,097		
Sultana.	2	195,000	363,000			42,000	405,000		
Sweden.	1	250,000	236,767				236,767		
Sullivan.	1	375,000	368,000				368,000		
Superior.	10	210,000	1,662,000			450,000	2,112,000		
Susquehanna.	1	125,000	52,131		55,280		107,411		
Thompson, Alexis W.	1	350,000	358,707				358,707		
Tioga.	1	100,000	95,000				95,000		
Troy.	6	190,000	735,200	617,050			1,352,250		
Truesdale, William H.	4	280,000	923,221			211,440	1,134,661		
Tyrene.	1	145,000	97,000	62,100			159,100		
Underwood, F. D.	2	165,000	319,785				319,785		
Upson, Andrew S.	1	240,000		333,305			333,305		
Upson, J. E.	1	345,000	328,447				328,447		
Uranus.	1	250,000	198,944				198,944		
Vega.	1	255,000	240,149				240,149		
Venezuela.	9	109,000	846,576	157,754			1,004,330		
Viking.	1	61,000	60,173				60,173		
Vulcan.	15	105,000	931,786				931,786		
W. Agnes.	8	95,000	355,277	323,364			833,879		
Wallace, E. L.	1	275,000	259,537		155,238		259,537	10,336	1,820



No. 21.—STATEMENT showing List of Canadian and U. S. Vessels, with capacity, etc.—*Concluded.*

United States Vessels.	No. of Trips.	Capacity.	Wheat.	Oats.	Barley.	Flax.	Total.	Mixed Grain.	Elevator Screenings.	
									Tons.	Lbs.
Wallace, James C.....	1	385,000	373,759	.....	.....	.....	373,759	.....	.....	.....
Warner, Charles M.....	5	220,000	1,061,091	.....	.....	.....	1,061,091	.....	.....	.....
Watson, C. W.....	2	240,000	276,402	.....	145,854	.....	422,256	.....	.....	.....
Wells, Frederick B.....	4	270,000	1,058,918	63,000	.....	.....	1,121,918	.....	.....	.....
Wickware, Theodore H., jr.....	3	365,000	655,036	521,689	97,500	.....	1,274,225	.....	.....	.....
Widler, Francis.....	1	260,000	255,113	.....	.....	.....	255,113	.....	.....	.....
Wilson, Capt. Thomas.....	5	265,000	1,277,984	.....	47,979	.....	1,277,984	.....	.....	.....
Wissahickon.....	7	175,000	966,222	339,670	.....	.....	1,353,871	1,099,480	.....	.....
Wolf, William H.....	4	105,000	402,882	.....	.....	.....	402,882	.....	.....	.....
Wolvin, Augustus B.....	1	375,000	367,500	.....	.....	.....	367,500	.....	.....	.....
Yates, Harry.....	3	360,000	1,085,000	.....	.....	.....	1,085,000	.....	.....	.....
Yosemite.....	1	220,000	209,000	.....	.....	.....	209,000	.....	.....	.....
Yuma.....	6	140,000	675,606	186,752	.....	.....	862,358	.....	.....	.....
Total, 565 cargoes in 189 United States vessels.....	565	43,470,500	84,397,225	13,805,947	2,651,818	3,859,396	104,714,386	.....	.....	.....



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## No. 21a. COMPARATIVE SUMMARY of Canadian and U. S. Vessels carrying Grain for the Season of Navigation 1909 to 1916.

	No.	Total Capacity.	Average Capacity.	No of Cargoes carried	Quantity. of Grain carried.	Average Quantity per cargo.	Percentage carried by Canadian and U.S Vessels.
		Bush.	Bush.	Bush.	Bush.	Bush	%
CANADIAN VESSELS.							
Season of Navigation, 1909.	81	7,853,000	76,951		59,166,295	.....	76
" " 1910	83	8,113,000	97,747		58,322,546	.....	74
" " 1911	90	8,952,000	99,466		60,033,134	.....	63
" " 1912	93	9,507,000	102,227		79,602,273	.....	59
" " 1913	102	11,561,000	113,343		107,191,180	.....	53
" " 1914	103	12,667,000	122,980	751	93,175,403	124,068	74
" " 1915	94	11,988,000	127,532	682	95,280,866	139,708	46
" " 1916	84	11,270,000	134,167	895	149,255,112	169,000	59
UNITED STATES VESSELS.							
Season of Navigation, 1909	66	15,473,000	234,439		18,710,817	.....	24
" " 1910	62	15,238,000	245,774		20,056,901	.....	26
" " 1911	126	30,147,000	239,262		35,602,951	.....	37
" " 1912	154	34,900,000	226,624		55,943,671	.....	41
" " 1913	202	53,230,000	263,514		98,132,198	.....	47
" " 1914	88	23,535,000	267,443	138	33,224,473	240,757	26
" " 1915	225	58,151,000	258,448	452	106,513,046	235,648	54
" " 1916	189	43,470,500	230,002	565	104,714,386	185,335	41







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No. 22.—Report on Area under Crop in the Provinces of Manitoba, Saskatchewan and Alberta, for the Years 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914 1915 and 1916—*Concluded*.

Corps of	Flax—Acres.		Total—Acreage.	
	Northwest Territories.		Northwest Territories.	
	Manitoba.	Sas-katche-wan.	Manitoba.	Alberta.
			Totals.	Totals
*1900.....	10,000		10,000	2,031,615
1901.....	20,979		20,979	2,913,774
1902.....	41,200	17,067	58,267	3,136,190
1903.....	55,900	32,431	88,331	3,680,741
1904.....	35,428	16,264	51,692	3,752,241
1905.....	24,770	25,315	50,666	4,131,895
1906.....	18,790	76,005	98,442	4,790,530
1907.....	25,915	128,528	161,673	4,678,634
1908.....	50,187	264,728	322,961	4,775,900
1909.....	†25,096	319,100	355,396	4,641,898
1910.....	Rye 6,361 Peas 2,247	Rye 1,522 15,271	462,633	5,122,877
1911.....	41,002 85,836	Rye 20,659 93,662	1,138,732	7,378,065
1912.....	94,000	Rye 21,000		5,819,614
1913.....	5,000	1,463,000	1,689,400	4,470,700
1914.....	54,000	Rye 3,000	Rye 24,000	8,820,400
1915.....	5,000	1,386,000	1,545,000	3,083,800
1916.....	40,000	Rye 2,600	Rye 24,000	10,196,000
	5,800	958,000	1,078,000	4,757,000
	34,000	Rye 2,700	Rye 25,300	4,460,000
	28,000	697,000	801,000	9,118,900
	22,000	20,500	67,500	3,147,500
		497,700	600,700	3,747,500
				10,761,800
				5,313,700
				11,500,500
				4,240,900
				4,236,900
				19,978,300

NOTE.—Previous to 1905, the provinces of Saskatchewan and Alberta were grouped as the Northwest Territories  
† 591 and 151 acres of this is rye and speltz, respectively.  
\* 1,000 and 500 acres of this is rye and speltz, respectively, Alberta. ‡ 3,007 and 1,454 acres of this is rye and peas, respectively, Manitoba



No. 23—STATEMENT showing the estimated average yield per acre of the various grains grown in the Provinces of Manitoba, Saskatchewan and Alberta, for the years 1898 to 1916.

Years.	YIELD PER ACRE—WHEAT.			YIELD PER ACRE—OATS.			YIELD PER ACRE—BARLEY.			YIELD PER ACRE—FLAX.		
	Manitoba.	Saskatchewan.	Alberta.	Manitoba.	Saskatchewan.	Alberta.	Manitoba.	Saskatchewan.	Alberta.	Manitoba.	Saskatchewan.	Alberta.
			Spring.									
1898.....	17.41	17.30	25.27	35.02	23.95	44.50	29.17	21.81	32.00	14.00		
1899.....	17.13	18.49	23.47	38.30	30.17	42.16	29.40	20.97	26.80	14.00		
1900.....	8.90	9.00	19.22	20.50	17.68	33.82	18.90	18.16	25.37	8.40		
1901.....	25.10	25.41	24.58	40.20	44.76	40.68	34.20	31.48	32.81	12.00		
1902.....	26.00	22.57	18.86	47.50	30.93	31.74	35.90	20.91	21.31	12.70	9.80	12.00
1903.....	16.42	19.44	18.65	38.62	32.71	31.95	26.66	24.94	25.51	10.50	9.20	9.34
1904.....	16.52	17.51	16.58	38.80	31.04	31.04	30.54	24.27	26.12	13.10	10.45	13.63
1905.....	21.07	23.09	21.46	42.60	42.70	39.18	32.50	27.11	27.36	13.20	15.73	14.34
1906.....	19.46	21.40	23.07	45.85	37.45	39.12	26.96	24.57	29.32	14.60	9.37	10.65
1907.....	14.22	13.52	18.25	34.80	29.09	30.11	25.70	17.02	19.78	12.25	10.62	7.87
1908.....	17.28	13.68	18.81	36.80	27.29	36.93	27.54	17.28	25.03	11.80	9.78	7.96
1909.....	17.33	22.10	25.00	37.10	47.10	40.00	27.31	32.10	25.00	12.29	13.90	0.81
1910.....	13.47	15.58	12.61	28.70	30.40	24.64	20.75	24.58	20.78	9.97	7.68	3.02
1911.....	18.29	18.50	20.75	45.30	45.00	41.21	31.50	28.00	29.41	14.00	11.13	9.30
1912.....	22.20	19.18	21.54	42.40	45.99	46.30	32.92	32.87	33.05	12.49	12.91	12.83
1913.....	19.02	21.25	23.00	40.60	41.42	43.65	28.84	31.39	32.15	11.70	11.24	11.00
1914.....	14.84	13.74	21.30	28.25	24.53	38.00	21.00	16.90	27.00	8.44	6.40	7.67
1915.....	28.84	28.54	32.67	48.21	53.67	56.35	36.25	36.83	37.75	11.00	13.00	16.05
1916.....	12.00	16.50	23.00	32.75	42.75	44.25	22.50	29.25	28.75	10.75	11.50	13.75



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No. 24.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.

Years.	WHEAT—ACRES.						OATS—ACRES					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	1,445,545	.....	26,867	.....	.....	1,472,412	2,398,834	.....	178,992	.....	.....	2,577,826
1901	1,269,635	133,764	26,010	16,327	.....	1,445,736	2,408,464	1,349,384	184,114	90,924	.....	4,032,886
1902	1,051,707	.....	22,602	.....	.....	1,074,309	2,500,758	.....	171,913	.....	.....	2,672,671
1903	913,546	.....	21,544	.....	.....	935,090	2,638,665	.....	176,909	.....	.....	2,815,574
1904	833,485	.....	20,410	.....	.....	853,895	2,654,936	.....	178,074	.....	.....	2,833,010
1905	986,329	.....	20,684	.....	.....	1,007,013	2,668,416	.....	187,146	.....	.....	2,855,562
1906	959,032	.....	20,824	.....	.....	979,856	2,716,711	.....	194,647	.....	.....	2,911,358
1907	820,678	107,698	20,601	20,419	35,847	1,005,243	2,932,509	1,483,163	194,211	128,779	174,930	4,913,592
1908	821,766	105,500	17,579	20,600	27,600	993,045	2,774,259	1,542,500	191,865	135,000	150,100	4,793,724
1909	798,536	100,500	14,447	20,600	26,100	960,183	2,695,585	1,574,100	194,815	138,000	184,000	4,786,500
1910	872,792	99,400	13,988	21,630	.....	1,007,810	2,757,933	1,649,600	196,795	144,900	.....	4,749,228
1911	971,203	71,086	13,226	9,917	.....	1,065,432	2,699,230	1,430,677	198,120	84,499	.....	4,412,526
1912	671,000	63,100	12,400	12,800	30,700	790,000	2,637,000	1,170,400	186,000	97,600	177,000	4,268,000
1913	850,000	58,000	13,000	13,000	32,000	966,000	2,814,000	1,303,000	195,000	101,500	180,000	4,593,500
1914	834,000	55,000	12,600	12,000	32,000	945,600	2,840,000	1,327,000	200,000	101,800	183,000	4,651,800
1915	1,093,000	71,000	14,000	13,300	34,400	1,225,700	3,095,000	1,400,000	201,000	112,000	196,000	5,004,000
1916	865,000	64,000	14,000	13,400	34,500	990,900	1,991,000	1,073,000	198,000	116,000	199,000	3,577,000



No. 24.— ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years—Continued.

YEARS.	BARLEY—ACRES.					PEAS—ACRES.						
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900.....	557,810	.....	5,053	.....	.....	562,863	661,592	.....	.....	.....	.....	661,592
1901.....	637,201	104,017	4,396	7,679	.....	753,293	602,724	77,960	.....	148	.....	680,832
1902.....	661,622	.....	4,235	.....	.....	665,857	532,639	.....	.....	.....	.....	532,639
1903.....	709,839	.....	4,113	.....	.....	713,952	407,133	.....	.....	.....	.....	407,133
1904.....	772,434	.....	3,906	.....	.....	776,340	339,260	.....	.....	.....	.....	339,260
1905.....	772,633	.....	4,104	.....	.....	776,737	374,518	.....	.....	.....	.....	374,518
1906.....	756,163	.....	4,277	.....	.....	760,440	410,356	.....	.....	.....	.....	410,356
1907.....	766,891	112,979	4,094	10,234	5,497	899,695	340,977	55,817	.....	1,635	636	399,065
1908.....	734,029	109,600	3,416	9,700	5,900	862,645	396,642	51,900	.....	1,500	600	450,642
1909.....	695,262	108,400	10,600	.....	5,900	820,162	381,609	46,400	.....	1,500	600	430,109
1910.....	626,144	104,000	.....	10,900	.....	741,044	403,414	44,000	.....	11,500	.....	458,914
1911.....	616,977	106,010	.....	6,361	.....	729,348	304,491	33,048	.....	195	.....	337,734
1912.....	500,000	91,300	2,500	5,600	4,400	603,800	220,000	29,000	560	190	70	249,820
1913.....	485,000	89,000	2,500	5,000	4,000	585,500	190,000	26,000	500	200	80	216,780
1914.....	461,000	85,000	2,400	4,800	3,800	557,000	179,000	24,000	460	190	80	203,730
1915.....	449,000	85,000	2,100	4,900	3,700	544,700	169,000	24,400	420	190	70	191,080
1916.....	326,000	72,800	1,900	4,700	3,600	409,000	126,000	21,600	400	180	60	148,240



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No. 24.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years—*Continued.*

Years.	Rye—Acres.						Corn—Acres.					
	Ontario.	Quebec.	New-Brunswick.	Nova-Scotia.	Prince-Edward Island.	Total.	Ontario.	Quebec.	New-Brunswick.	Nova-Scotia.	Prince-Edward Island.	Total.
1900	142,213					142,213	330,772					330,772
1901	158,236	19,530		1,015		178,781	323,923		55,815	1,757		381,495
1902	189,318					189,318	371,959					371,959
1903	179,277					179,277	378,924					378,924
1904	130,702					130,702	339,882					339,882
1905	101,292					101,292	295,005					295,005
1906	79,870					79,870	470,252			2,055	1,016	470,252
1907	69,745	22,005		845	49	92,644	544,288					547,359
1908	87,908	20,200				108,108	533,443	33,600				567,043
1909	94,661	19,000				113,661	322,789	32,200				354,989
1910	95,397	17,700				113,097	320,519	29,099				349,618
1911	98,652	20,440		963		120,055	308,350	25,273				333,623
1912	95,000	19,200		910		115,110	271,700	21,000		150		292,850
1913	85,000	10,000		300		95,300	260,000	18,000	40	100		278,140
1914	78,000	9,000		280		87,280	239,000	17,000				256,000
1915	78,000	8,700		300		87,000	237,000	16,300				253,300
1916	69,000	8,300		320		77,620	160,000	13,000				173,000



No. 24.—ESTIMATED Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years—*Concluded.*

Years.	BUCKWHEAT—ACRES.						TOTAL—ACRES.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New-Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	102,570		69,165			171,735	5,659,336		280,077			5,939,413
1901	88,266	102,602	70,114	9,345		270,327	5,488,449	1,843,072	284,634	127,195		7,743,350
1902	93,324		63,022			156,346	5,308,003		261,772			5,569,775
1903	95,487		61,495			156,982	5,322,871		264,061			5,586,932
1904	100,608		61,574			162,182	5,161,307		263,964			5,425,271
1905	101,591		60,565			162,156	5,198,193		272,499			5,470,692
1906	106,444		57,558			164,032	5,498,828		277,336			5,776,164
1907	113,039	1,248	58,262	18,657	4,294	195,500	5,588,127	1,782,910	277,168	182,624	222,269	8,053,098
1908	140,605	91,400	58,444	18,000	3,900	312,349	5,488,652	1,954,700	271,304	184,800	188,100	8,087,556
1909	176,630	70,600	56,735	18,000	3,840	325,805	5,165,072	1,951,200	265,997	188,700	220,400	7,791,369
1910	194,913	69,456	56,305	18,000		338,674	5,271,112	2,013,255	267,088	206,930		7,758,385
1911	189,039	110,609	55,979	7,904		363,531	5,187,942	1,797,143	267,325	109,839		7,362,249
1912	201,700	114,600	60,500	7,500	2,700	387,000	4,596,400	1,508,600	261,960	124,750	214,870	6,706,580
1913	193,000	110,000	64,000	11,000	2,700	380,700	4,877,000	1,614,000	275,040	131,100	218,780	7,115,920
1914	176,000	102,000	63,800	10,000	2,600	354,400	4,807,000	1,619,000	279,260	129,070	221,480	7,055,810
1915	169,000	104,000	58,000	10,200	2,600	343,800	5,290,000	1,709,400	275,520	140,890	236,770	7,652,580
1916	175,000	101,000	53,000	10,000	2,500	341,500	3,712,000	1,353,700	267,300	144,600	239,660	5,717,260



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No. 25.—STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1916.

Years.	WHEAT.					OATS.					
	Ontario.		Quebec.	New-Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New-Brunswick.	Nova Scotia.	Prince Edward Island.
	Full.	Spring.									
1898	24.00	17.70					36.60				
1899	13.30	17.70					38.00				
1900	21.90	18.40					37.40				
1901	17.50	15.40					32.50				
1902	27.00	20.00		20.00			42.60		30.80		
1903	25.90	18.80		21.10			41.60		23.70		
1904	15.10	15.40		17.60			38.50			28.90	
1905	22.50	18.80		19.60			39.60		29.30		
1906	23.90	19.00		19.50			39.90		29.20		
1907	23.00	17.10		19.90			28.50		29.50		
1908	24.20	15.50	13.50	16.60	20.00		34.80	23.00	28.10	30.00	
1909	24.10	16.50	16.71	18.50	20.00		33.50	27.00	29.10	30.00	
1910	26.70	19.30	18.38	19.00	25.00		37.00	29.66	29.70	38.00	
1911	21.40	17.20	17.73	19.20	21.60		31.40	26.22	30.10	29.24	
1912	20.63	18.77	16.17	18.11	20.19	18.39	34.85	25.86	28.81	32.53	40.77
1913	23.91	19.66	18.71	20.72	20.50	19.62	37.37	29.95	30.49	32.42	34.13
1914	21.51	18.80	18.00	18.57	21.87	25.28	35.00	31.74	32.44	34.00	41.51
1915	28.34	22.36	19.88	19.09	18.57	19.00	39.68	30.13	27.66	31.14	34.86
1916	21.25	16.25	15.00	17.25	19.50	16.75	25.50	22.75	30.50	34.75	37.25



No. 25.—STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1916.—*Continued.*

Years.	BARLEY.					CORN.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.....	28.90	.....	.....	.....	.....	70.90	.....	.....	.....	.....
1899.....	30.20	.....	.....	.....	.....	65.00	.....	.....	.....	.....
1900.....	29.30	.....	.....	.....	.....	81.90	.....	.....	.....	.....
1901.....	26.30	.....	.....	.....	.....	76.70	.....	.....	.....	.....
1902.....	33.10	.....	25.10	.....	.....	55.10	.....	.....	.....	.....
1903.....	34.30	.....	25.10	.....	.....	77.30	.....	.....	.....	.....
1904.....	31.80	.....	22.70	.....	.....	61.40	.....	.....	.....	.....
1905.....	31.40	.....	23.50	.....	.....	70.90	.....	.....	.....	.....
1906.....	33.40	.....	23.20	.....	.....	82.90	.....	.....	.....	.....
1907.....	28.30	.....	23.50	.....	.....	64.70	.....	.....	.....	.....
1908.....	28.50	19.80	22.20	23.00	.....	78.80	33.50	.....	.....	.....
1909.....	27.00	24.02	.....	23.00	.....	70.10	32.50	.....	.....	.....
1910.....	30.50	24.49	.....	29.00	.....	77.70	.....	29.54	.....	.....
1911.....	26.30	22.76	.....	25.77	.....	71.10	30.32	.....	.....	.....
1912.....	29.49	23.69	27.42	27.22	32.04	59.06	24.47	.....	58.50	.....
1913.....	30.08	25.43	29.64	26.89	27.73	62.24	32.58	38.50	27.50	.....
1914.....	30.34	26.60	26.81	28.72	31.25	56.11	30.24	.....	.....	.....
1915.....	34.23	26.53	22.96	26.20	28.88	58.48	31.17	.....	.....	.....
1916.....	23.00	20.00	23.75	26.25	29.25	37.25	24.75	.....	.....	.....



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No. 25.—STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1916—*Continued.*

Years.	BUCKWHEAT.					FLAX.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.	15.80									
1899.	16.70									
1900.	18.30									
1901.	19.90									
1902.	20.50		23.80							
1903.	21.50		23.10							
1904.	20.50		20.40							
1905.	21.70		19.10							
1906.	16.80		20.40							
1907.	22.50		24.90							
1908.	23.60	23.10	23.40	31.00						
1909.	24.20	28.08	24.70	26.00						
1910.	24.10	26.65	24.60	27.00						
1911.	20.40	22.57	20.90	21.81						
1912.	26.74	26.44	24.36	26.27	36.83		9.66			
1913.	19.11	23.27	27.85	25.21	24.00	23.38	10.48			
1914.	23.40	24.28	26.43	25.94	32.91	15.76	11.70			
1915.	21.81	24.69	22.68	21.72	29.00	12.38	11.89			
1916.	14.50	19.00	22.75	24.50	27.25	9.25	10.50			



No. 25.—STATEMENT showing the estimated average yield per acre of the following grain grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1916—*Concluded.*

Years.	Rye.					Peas.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898.....	16.20					15.60				
1899.....	16.60					20.40				
1900.....	16.60					21.20				
1901.....	16.10					16.70				
1902.....	18.15					14.40				
1903.....	16.60					21.90				
1904.....	15.30					19.50				
1905.....	16.90					19.00				
1906.....	16.60					18.00				
1907.....	15.50					21.60				
1908.....	16.50	16.10				18.70	13.00		19.00	
1909.....	16.60	17.60				20.00	16.20		24.00	
1910.....	17.00	17.40				14.90	16.57		21.00	
1911.....	15.80	15.72		16.00		14.70	15.91		22.40	
1912.....	18.38	15.44		16.40		14.95	15.11	16.14	25.50	22.33
1913.....	18.43	15.60		27.00		18.06	17.34	21.30	33.25	20.25
1914.....	17.19	17.30		17.67		16.00	18.00	20.70	22.23	40.00
1915.....	19.88	16.71		15.00		17.79	16.56	17.08	18.66	15.75
1916.....	17.50	14.25		17.00		14.25	14.00	16.50	17.75	22.25



No. 26—ESTIMATED Grain Production in Canada.

NOTE—F—Fall; S—Spring; W—Winter

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat.	Totals.
1900								
Ontario.....	{ F. 23,369,737 } { S. 6,940,333 }	89,693,327	16,909,751		2,357,635	14,058,198	1,874,261	155,203,242
New Brunswick.....	504,301	5,281,690	120,222				1,527,610	7,433,823
Manitoba.....	13,025,252	8,814,312	2,939,477	164,313	25,792	9,048		24,978,194
N. W. Territories.....	4,028,294	4,226,152	353,216					8,607,662
Totals.....	47,867,917	108,015,481	20,322,666	164,313	2,383,427	14,067,246	3,401,871	196,222,921
1901.								
Ontario.....	{ F. 16,017,029 } { S. 5,498,751 }	78,334,490	16,761,076		2,547,313	10,089,173	1,757,071	131,004,903
New Brunswick.....	478,886	4,944,992	99,540					5,523,418
Manitoba.....	50,011,835	27,796,588	6,536,155	266,420	62,261	16,349		84,689,608
N. W. Territories.....	12,808,447	11,113,066	795,100	195,100				24,911,713
Totals.....	84,814,948	122,189,136	24,191,871	461,520	2,609,574	10,105,522	1,757,071	246,129,642
1902.								
Ontario.....	{ F. 20,233,669 } { S. 6,048,024 }	106,431,439	21,890,602		3,509,332	7,664,679	1,911,683	167,689,428
New Brunswick.....	453,640	5,313,349	106,701				1,501,731	7,375,421
Manitoba.....	53,077,267	34,478,160	11,848,422	564,440	49,900	34,151		100,052,343
N. W. Territories.....	13,956,850	10,661,295	870,417	170,670				25,659,232
Totals.....	93,769,450	156,884,243	34,716,142	735,110	3,559,232	7,698,833	3,413,414	300,776,424
1903.								
Ontario.....	{ F. 17,242,763 } { S. 4,650,707 }	110,228,103	24,378,817		2,970,768	8,924,650	2,049,169	170,444,977
New Brunswick.....	456,235	5,791,607	105,117				1,424,728	7,777,687
Manitoba.....	40,116,348	33,035,744	8,707,252	586,950	88,182	41,483		82,575,959
N. W. Territories.....	16,029,149	14,179,705	1,842,281	292,852				32,343,990
Totals.....	78,495,202	163,235,159	35,033,470	879,802	3,058,950	8,966,133	3,473,897	203,142,613



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No. 26—ESTIMATED Grain Production in Canada—Continued.

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat.	Totals.
1904.								
Ontario	(F. S.) 9,160,623 3,471,103	102,173,443	24,567,825	Bush. .....	Bush. 2,001,826	Bush. 6,629,866	Bush. 2,066,234	Bush. 150,070,920
New Brunswick	359,545	5,153,262	88,772	.....	.....	.....	1,262,050	6,863,629
Manitoba	39,162,458	36,289,979	11,177,970	464,106	125,860	.....	.....	87,220,373
N. W. Territories.	16,875,537	16,365,846	2,206,577	171,437	.....	.....	.....	35,619,397
Total	69,029,266	159,982,530	38,041,144	635,543	2,127,686	6,629,866	3,328,284	279,774,319
1905.								
Ontario	(F. S.) 17,933,961 3,582,627	105,563,572	24,265,394	.....	1,714,951	7,100,021	2,199,652	162,360,178
New Brunswick	404,897	5,486,528	96,809	.....	.....	.....	1,157,237	7,145,471
Manitoba	55,761,416	45,484,025	14,064,175	326,964	173,075	53,706	.....	115,863,361
Saskatchewan	26,107,286	19,213,055	893,396	398,399	.....	.....	.....	46,612,136
Alberta	2,306,524	9,514,180	1,773,914	8,337	.....	.....	.....	13,602,955
Total	106,096,711	185,261,360	41,093,688	733,700	1,888,026	7,153,727	3,356,889	345,584,101
1906.								
Ontario	(F. S.) 18,841,774 3,267,000	108,341,455	25,253,011	*23,988,682	1,327,582	7,388,987	1,792,903	190,201,394
New Brunswick	406,853	5,695,580	99,355	.....	.....	.....	1,179,998	7,381,786
Nova Scotia	200,000	2,100,000	150,000	.....	14,000	.....	.....	2,464,000
Manitoba	61,250,413	50,692,977	17,532,556	274,330	100,680	67,301	.....	129,918,254
Saskatchewan	37,010,098	23,965,528	1,316,415	710,689	.....	119,480	.....	63,052,210
Alberta	(W. S.) 1,301,359 2,664,661	13,136,913	2,157,957	38,491	22,462	111,423	.....	19,333,266
British Columbia	533,333	1,529,411	625,000	.....	.....	.....	.....	2,687,744
Total	125,505,491	205,461,864	47,131,291	*23,988,682 1,023,510	1,464,724	7,456,288	2,972,901	415,038,654
1907.								
Ontario	(F. S.) 15,545,491 2,473,651	83,524,301	21,718,332	*22,247,931	1,081,706	7,365,036	2,546,468	156,502,916
New Brunswick	410,714	5,748,134	96,558	.....	.....	.....	1,451,911	7,707,317
Nova Scotia	336,318	4,105,580	283,646	.....	14,088	.....	.....	4,739,632



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Quebec.....	{F. {S.	47,563 1,692,164 582,450	41,327,762	2,885,347	.....	340,000	1,017,223	2,811,810	50,121,869
Prince Edward Island.....			6,313,872	172,371	.....	939	9,088	141,104	7,219,914
Totals, Eastern Provinces .....		21,088,351	141,019,649	25,156,254	*22,247,931	1,436,733	8,391,347	6,951,383	226,291,648
Manitoba .....		39,688,266	42,140,745	16,752,724	317,347	83,682	27,512	.....	99,010,285
Saskatchewan .....		27,691,601	23,324,903	1,350,265	1,364,716	.....	.....	.....	53,731,485
Alberta .....	{W. {S.	1,932,925 2,261,610 442,000	9,247,914	1,082,460	50,002	10,595	13,346	.....	14,588,852
British Columbia .....			1,730,000	88,560	.....	21,600	.....	.....	2,282,160
Totals, Western Provinces.....		72,016,402	76,443,562	19,274,009	1,732,065	115,877	{ *3,346 27,521	.....	169,612,782
Grand Totals.....		93,104,753	217,463,211	44,430,263	{*22,247,931 { 1,732,065	1,552,610	{ 13,346 8,418,868	6,951,383	395,904,430
1908.									
Ontario .....	{F. {S.	16,430,476 2,197,716	96,626,419	20,888,569	23,601,122	1,453,616	7,401,336	3,323,668	171,922,922
New Brunswick .....		292,491	5,396,273	75,915	.....	.....	.....	1,372,072	7,136,751
Nova Scotia .....		412,000	4,050,000	223,100	.....	.....	28,500	558,000	5,271,600
Quebec .....		1,424,000	35,478,000	2,170,000	*1,126,000	325,000	675,000	2,111,000	43,309,000
Prince Edward Island .....		425,000	6,124,000	248,000	.....	.....	14,000	129,000	6,940,000
Totals, Eastern Provinces .....		21,181,683	147,674,692	23,605,584	*24,727,122	1,778,616	8,118,836	7,493,740	234,580,273
Manitoba .....		49,252,539	44,686,043	18,135,757	502,206	334,960	147,033	.....	113,058,187
Saskatchewan .....		50,654,629	48,379,838	3,965,724	2,589,352	55,008	.....	190,713	105,735,264
Alberta .....	{S. {W.	4,001,503 3,093,422 464,100	15,922,974	1,949,164	73,762	22,625	.....	19,697	25,073,147
British Columbia .....			1,816,500	93,000	.....	22,700	.....	.....	2,396,300
Totals, Western Provinces.....		107,466,193	110,805,355	24,143,645	3,165,320	434,942	147,033	1100,410	246,262,898
Grand Totals.....		128,647,876	258,480,047	47,749,229	*24,727,122 3,165,320	2,213,558	8,265,869	7,493,740	480,843,171
1909.									
Ontario .....	{F. {S.	15,967,653 2,223,567	90,235,579	18,776,777	*22,619,690	1,573,921	7,613,656	4,280,790	163,291,633
New Brunswick .....		268,079	5,682,338	70,000	.....	.....	.....	1,405,775	7,426,192
Nova Scotia .....		412,000	4,140,000	243,800	.....	.....	36,000	468,000	5,299,800
Quebec .....		1,679,000	42,501,000	2,604,000	*1,047,000	335,000	752,000	1,982,000	50,900,000
Prince Edward Island .....		537,000	7,246,000	275,000	.....	.....	19,000	130,000	8,207,000
Totals, Eastern Provinces .....		21,087,299	149,804,917	21,969,577	*23,666,690	1,908,921	8,420,656	8,266,565	235,124,625



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No. 26—ESTIMATED Grain Production in Canada—Continued.

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat.	Totals.
1909—Concluded.								
Manitoba.	Bush. 45,774,707	Bush. 50,983,056	Bush. 16,416,634	Bush. 253,636	Bush. 50,891	Bush. 25,527	Bush. 113,504,451	Bush. 113,504,451
Saskatchewan.	90,215,000	105,465,000	7,833,000	4,448,700	.....	.....	207,961,700	207,961,700
Alberta.	(S. 6,250,000 W. 2,000,000 460,524	20,000,000	2,500,000	82,450	18,000	11,500	30,861,950	30,861,950
British Columbia	.....	2,162,350	91,474	.....	.....	.....	2,714,348	2,714,348
Totals, Western Provinces.	144,700,231	178,610,406	26,841,108	4,784,786	68,891	37,027	355,042,449	355,042,449
Grand Totals	165,787,530	328,415,323	48,810,685	{ 4,784,786 *23,666,690	1,977,812	8,457,683	8,266,565	590,167,074
1910.								
Ontario	{ F. 19,837,172 S. 2,489,833	102,084,924	19,103,107	*24,900,386	1,620,333	6,016,003	4,693,881	180,745,639
New Brunswick.	265,848	5,847,877	.....	.....	.....	.....	1,390,717	7,504,442
Nova Scotia	534,255	5,550,200	316,000	.....	.....	31,500	486,000	6,917,955
Quebec	1,827,000	48,927,000	2,547,000	*860,000	308,000	729,000	1,851,000	57,049,000
Prince Edward Island.	550,000	6,250,000	225,000	.....	.....	12,000	115,000	7,152,000
Totals, Eastern Provinces	25,504,108	168,660,001	22,191,107	*25,760,386	1,928,333	6,788,503	8,536,598	259,369,036
Manitoba	39,916,391	42,647,766	12,960,038	410,928	100,388	33,004	96,068,515	96,068,515
Saskatchewan	72,666,399	63,315,295	5,859,018	3,044,138	.....	.....	144,884,850	144,884,850
Alberta.	{ S. 5,697,956 W. 2,206,564	12,158,530	1,889,509	46,155	28,306	.....	22,027,020	22,027,020
Totals, Western Provinces	120,487,310	118,121,591	20,708,565	3,501,221	128,694	33,004	262,980,385	262,980,385
Grand Totals	145,991,418	286,781,592	42,899,672	29,261,607	2,057,027	6,821,507	8,536,598	522,349,421
1911.								
Ontario	{ F. 17,926,586 S. 2,295,534	84,829,232	16,248,129	*21,913,290	1,562,971	4,462,182	3,852,231	153,090,155
New Brunswick.	254,771	5,970,435	.....	.....	.....	.....	1,173,147	7,398,353
Nova Scotia	208,800	2,471,000	164,000	.....	15,400	4,600	172,400	3,036,200



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Quebec.....	1,260,000	37,512,000	2,413,000	*766,000	321,000	526,000	2,496,000	45,294,000
Prince Edward Island.....	500,000	4,650,000	175,000	.....	.....	10,000	110,000	5,445,000
Totals, Eastern Provinces.....	22,445,691	135,432,667	19,000,129	22,679,290	1,899,371	5,002,782	7,803,778	214,263,708
Manitoba.....	{S. F. 60,812,636 216,150}	73,786,683	23,999,239	1,205,727	136,067	45,985	.....	160,232,487
Saskatchewan.....	{S. F. 96,796,588 28,132,000}	98,676,270	6,859,804	10,377,701	.....	.....	.....	212,710,363
Alberta.....	{S. F. 28,132,000 8,011,000}	56,964,000	4,151,000	973,000	564,000	.....	.....	98,795,000
British Columbia.....	381,876	1,904,333	79,243	40	4,990	.....	.....	2,370,482
Totals, Western Provinces.....	194,380,250	231,331,286	35,089,286	12,556,468	705,057	45,985	.....	474,108,332
Grand Totals.....	216,825,941	366,763,953	54,089,415	35,235,758	2,604,428	5,048,767	7,803,778	688,372,040
1912.								
Ontario.....	{F. S. 11,573,000 2,065,000}	91,899,000	14,745,000	135,000	1,746,000	3,289,000	5,393,000	*130,845,000
New Brunswick.....	225,000	5,359,000	69,000	.....	.....	9,000	1,474,000	7,136,000
Nova Scotia.....	258,000	3,175,000	152,000	.....	15,000	4,900	197,000	3,801,900
Quebec.....	1,020,000	30,267,000	2,163,000	12,500	296,000	438,000	3,030,000	*37,226,500
Prince Edward Island.....	565,000	7,216,000	141,000	.....	.....	1,600	99,000	8,022,600
Totals, Eastern Provinces.....	15,706,000	137,916,000	17,270,000	147,500	2,057,000	3,742,500	10,193,000	187,032,000
Manitoba.....	{S. W. 58,899,000 1,143,000}	53,806,000	14,965,000	1,174,000	.....	.....	.....	128,844,000
Saskatchewan.....	92,706,000	105,115,000	5,926,000	18,931,000	.....	.....	.....	223,821,000
Alberta.....	{S. W. 27,059,000 3,515,000}	62,936,000	5,780,000	1,429,000	537,000	.....	.....	101,256,000
British Columbia.....	{F. S. 96,000 112,000}	1,960,000	73,000	.....	.....	31,000	.....	2,272,000
Totals, Western Provinces.....	183,530,000	223,817,000	26,744,000	21,534,000	537,000	31,000	.....	456,193,000
Grand Totals.....	199,236,000	361,733,000	44,014,000	21,681,500	2,594,000	3,773,500	10,193,000	643,225,000
1913.								
Ontario.....	{S. F. 17,669,000 2,182,000}	105,159,000	14,589,000	Corn. 16,182,000 164,000	1,567,000	3,431,000	3,688,000	164,631,000
New Brunswick.....	269,000	5,946,000	74,000	.....	.....	11,000	1,782,000	8,082,000
Nova Scotia.....	267,000	3,291,000	134,000	.....	8,000	6,700	277,000	3,983,700
Quebec.....	1,054,000	39,025,000	2,263,000	9,000	156,000	451,000	2,560,000	45,518,000
Prince Edward Island.....	628,000	6,143,000	111,000	.....	.....	1,600	65,000	6,948,600
Totals, Eastern Provinces.....	22,069,000	159,564,000	17,171,000	16,182,000 173,000	1,731,000	3,901,300	8,372,000	229,163,300



No. 26.—ESTIMATED Grain Production in Canada—Concluded.

7 GEORGE V, A. 1917

Province.	Wheat	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat.	Totals
1913. <i>Continued</i>								
Manitoba . . . . .	Bush. {A. 388,000 {P. 52,943,000	Bush. 56,759,000	Bush. 14,305,000	Bush. 632,000	Bush. 103,000	Bush. ..	Bush. ..	Bush. 125,130,000
Saskatchewan...	{A. 121,559,000 {P. 4,242,000	114,112,000 71,542,000	10,421,000 6,334,000	15,579,000 1,155,000	68,000 398,000	7,000 8,500	..	261,746,000 113,809,500
Alberta. . . . .	{A. 30,130,000 {P. 386,000	2,692,000	88,000	..	..	35,000	..	3,201,000
British Columbia..	..	..	..	..	..	..	..	..
Totals, Western Provinces....	209,648,000	245,105,000	31,148,000	17,366,000	569,000	50,500	..	503,886,500
Grand Totals. . . . .	231,717,000	404,669,000	48,319,000	16,182,000 17,539,000	2,300,000	3,951,800	8,372,000	733,049,800
1914.								
Ontario.....	17,658,000	99,400,000	13,987,000	Corn. 13,410,000	1,341,000	2,864,000	4,118,000	152,862,000
New Brunswick.	234,000	6,488,000	64,000	84,000	..	10,000	1,686,000	8,482,000
Nova Scotia	262,000	3,461,000	138,000	..	5,000	4,200	259,000	4,129,200
Quebec....	990,000	42,119,000	2,261,000	8,200	156,000	432,000	2,477,000	48,443,200
Prince Edward Island.	809,000	7,596,000	119,000	..	..	3,200	86,000	8,613,200
Totals, Eastern Provinces ..	19,953,000	159,064,000	16,569,000	92,200	1,502,000	3,313,400	8,626,000	222,529,600
Manitoba . . . . .	{F. 240,000 {S. 38,365,000	31,951,000	9,828,000	338,000	100,000	..	..	80,822,000
Saskatchewan. . . . .	{F. 67,000 {S. 73,427,000	61,816,000	4,901,000	6,131,000	54,000	..	..	146,396,000
Alberta. . . . .	{F. 4,709,000 {S. 24,150,000	57,076,000	4,806,000	614,000	360,800	8,100	..	91,723,900
British Columbia.	{F. 175,000 {S. 194,000	3,171,000	97,000	..	..	41,000	..	3,678,000
Totals, Western Provinces. ....	141,327,000	154,014,000	19,632,000	7,083,000	514,800	49,100	..	322,619,900
Grand Totals.....	161,280,000	313,078,000	36,201,000	*13,410,000 7,175,200	2,016,800	3,362,500	8,626,000	545,149,500

\*Corn.



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1915.									
Ontario.....	{F. {S.	27,546,000 2,706,000	122,810,000	15,369,000	62,000	1,551,000	3,007,000	3,686,000	176,737,000
New-Brunswick..		267,000	5,559,600	48,000			6,700	1,315,000	7,196,300
Nova Scotia.....		247,000	3,487,700	128,400		4,500	3,550	221,500	4,092,650
Quebec.....		1,411,000	42,182,000	2,255,000	7,000	145,000	401,000	2,568,000	48,972,000
Prince Edward Island.....		653,600	6,832,500	106,800			1,100	75,400	7,669,400
Totals, Eastern Provinces..		32,830,600	180,871,800	17,907,200	69,000	1,700,500	3,422,350	7,865,900	244,667,350
Manitoba.....	{F. {S.	363,000 96,062,000	69,471,000	17,763,000	374,000	155,000			184,188,000
Saskatchewan.....	{F. {S.	126,000 195,012,000	157,628,600	10,570,200	9,061,000	75,600	9,200		372,512,600
Alberta.....	{F. {S.	7,316,000 44,039,000	107,741,000	6,984,000	1,124,000	463,000	8,600		167,675,600
British Columbia .....	{F. {S.	200,600 324,400	4,390,600	106,900			38,700		5,061,200
Totals, Western Provinces.....		343,473,000	339,231,200	35,424,100	10,559,000	693,600	56,500		729,437,400
Grand Totals.....		376,303,600	520,103,000	53,331,300	10,628,000 *14,368,000	2,394,100	3,478,850	7,865,900	974,104,750
1916.									
Ontario.....	{F. {S.	16,465,000 1,466,000	50,771,000	7,498,000		1,208,000	1,796,000	2,538,000	81,784,000
New Brunswick.....		242,000	6,039,000	45,000	42,000		6,600	1,206,000	7,538,600
Nova Scotia.....		261,000	4,031,000	123,000		5,400	3,200	245,000	4,668,000
Quebec.....		960,000	24,411,000	1,456,000	5,300	118,000	302,000	1,919,000	29,171,300
Prince Edward Island.....		578,000	7,413,000	105,000			1,300	68,000	8,165,300
Totals, Eastern Provinces .....		19,972,000	92,665,000	9,227,000	47,300	1,331,400	2,109,100	5,976,000	131,327,200
Manitoba.....	{F. {S.	27,714,000 2,140,000	41,625,000	13,815,000	237,000	155,000			83,546,000
Saskatchewan.....	{F. {S.	121,308,000 1,197,000	135,971,000	10,062,000	5,724,000	482,000	11,700		275,698,700
Alberta.....	{F. {S.	47,541,000 191,000	77,283,000	8,090,000	1,114,000	523,000	7,600		135,755,600
British Columbia .....	{F. {S.	304,000	3,630,000	124,000		44,000			4,293,000
Totals, Western Provinces .....		200,395,000	258,509,000	32,091,000	7,075,000	1,204,000	19,300		499,293,300
Grand Totals.....		220,367,000	351,174,000	41,318,000	7,122,300	2,535,000	2,128,400	5,976,000	630,621,100

\* Corn in Canada.



7 GEORGE V, A. 1917

No. 27.— STATEMENT of Revenue and Expenditure on account of Inspection of Grain for Eastern and Western Grain Inspection Divisions, with totals for the under-mentioned years.

Fiscal Year.	Revenue.			Expenditure.		
	Western Division.	Eastern Division.	Total.	Western Division.	Eastern Division.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1900	26,080 46		26,080 46	25,183 43	....	25,183 43
1901	16,282 55		16,282 55	25,773 04	....	25,773 04
1902	56,977 46	8 ,969 20	65,946 66	35,989 64	10,204 13	46,193 77
1903.....	73,256 74	11,051 31	84,308 05	49,051 53	14,775 91	63,827 44
1904	53,157 43	7,739 08	60,896 51	51,386 52	17,695 19	69,081 71
1905	57,117 58	7,540 02	64,657 60	65,347 62	18,570 73	83,918 35
1906	96,153 26	6,445 94	102,599 20	86,456 54	18,467 08	104,923 62
1907 (9 months).....	67,859 74	5,055 01	72,914 75	70,531 08	13,941 79	84,472 87
1908	119,934 60	4,970 54	124,905 14	108,046 25	18,085 04	126,131 29
1909	129,679 05	6,318 51	135,997 56	135,960 21	18,808 25	154,768 46
1910.....	158,638 35	3,194 94	161,833 29	161,008 05	18,947 93	179,955 98
1911.....	166,256 52	4,613 12	170,869 64	183,380 86	15,351 26	198,732 12
1912	223,950 74	6,192 91	230,143 65	206,111 20	15,734 87	221,846 07
1913.....	318,880 82	3,660 37	322,541 19	321,156 35	16,124 93	337,281 28
1914	401,700 51	2,512 36	404,212 87	393,284 60	14,393 43	407,678 03
1915	268,669 73	5,398 22	274,067 95	392,598 78	14,943 19	407,541 97
1916	467,945 00	5,791 36	473,736 36	466,027 70	15,206 97	481,234 67

STATEMENT showing Fees chargeable under The Canada Grain Act.

*Inspection of Grain.*—Per car, 50 cents; in cargoes, 50 cents per 1,000 bushels; in sacks, ½c. per central.

*Weighing of Grain.*—Per car, 30 cents; in cargoes, 30 cents per 1,000 bushels.



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STATEMENT showing Fees chargeable under The Canada Grain Act.

*Inspection of Grain.*—Per car, 50 cents; in cargoes, 50 cents per 1,000 bushels; in sacks,  $\frac{1}{2}$ c. per central.

*Weighing of Grain.*—Per car, 30 cents; in cargoes, 30 cents per 1,000 bushels.



7 GEORGE V, A. 1917

No. 28.—SUMMARY of Revenue accrued under The Canada Grain Act for the Fiscal Years ended June 30, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915 and 1916, March 31, 1907 (9 mos.).

	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Toronto, grain inspection and samples sold.....	1,639 50	2,682 72	2,696 36	1,667 76	3,733 29	1,307 28	1,438 05	1,929 60	694 28	687 29	1,231 62	1,638 93
Montreal, grain inspection and samples sold.....	4,838 95	3,261 65	1,865 95	2,743 30	1,961 92	1,390 08	2,430 02	3,329 45	1,630 31	775 47	3,268 08	3,088 73
Western Inspection Division, grain, inspection and weighing, elevator, warehouse and other licenses, samples sold, vessel, overtime and Registration and Cancellation fees.....	57,117 58	96,153 26	67,859 74	119,931 60	129,679 05	158,638 35	166,256 52	223,950 71	327,675 54	401,700 51	269,087 93	467,945 00
Toronto, inspection of hay.....	11 80	4 00	40 30	35 45	72 00	57 27	255 16	508 23	486 80	688 20	746 18	1,063 70
Montreal, weighing.....								49 00	461 50	79 00		
Peterborough, grain inspection and samples sold.....	680 70	240 75	275 60	384 40	482 00	287 20	255 70	290 66	275 60	151 20	121 14	
Peterborough, inspection of hay.....							2 10			5 80		
Peterborough, weighing.....							54 90	16 20	39 90	23 40	31 20	
Kingston, grain inspection and samples sold.....	369 07	256 82	176 80	139 63	60 30	95 84	177 19	69 77	68 98	102 00		
Casual revenue.....		50 60	1 20	0 50								
Totals .....	64,657 60	102,649 80	72,915 95	124,905 61	135,997 56	161,776 02	170,869 64	230,143 65	331,335 91	404,212 87	274,486 15	473,736 36



[illegible]



7 GEORGE V, A. 1917

No. 29.—World's Wheat Production.

Countries.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States.....	737,189,000	695,443,000	621,338,000	730,267,000	763,380,000	891,017,000	1,025,801,000	639,886,000
Canada.....	166,744,000	149,990,000	215,851,000	224,150,000	231,717,000	161,280,000	426,747,000	220,367,000
Mexico.....	9,600,000	8,000,000	10,400,000	12,800,000	10,400,000	8,000,000	8,000,000	8,000,000
Total, North America	913,533,000	853,433,000	847,589,000	967,227,000	1,005,497,000	1,060,297,000	1,460,548,900	868,253,000
South America—								
Argentina.....	156,164,000	131,012,000	166,192,000	187,393,000	113,905,000	168,470,000	172,651,000	77,394,000
Chile.....	20,000,000	19,743,000	38,581,000	12,800,000			12,000,000	12,000,000
Uruguay.....	8,000,000	8,000,000	5,984,000	5,461,000			9,867,000	9,000,000
Total South America.	184,164,000	158,755,000	210,757,000	205,654,000			194,518,000	97,394,000
Europe—								
Austria-Hungary.....	187,431,000	259,272,000	249,657,000	254,283,000	229,532,000	167,586,000	(a) 204,721,000	(a) 186,133,000
Belgium.....	16,000,000	14,400,000	14,617,000	15,348,000	14,769,000	13,973,000	(a) 12,661,000	(a) 11,917,000
Bulgaria.....	42,472,000	61,126,000	72,005,000	63,750,000	60,627,000	29,414,000	(a) 46,213,000	(a) 33,951,000
Denmark.....	3,771,000	4,226,000	4,469,000	3,615,000	6,695,000	5,788,000	7,893,000	5,344,000
Finland.....								
France.....	359,178,000	263,922,000	322,342,000	334,336,000	319,373,000	282,691,000	237,806,000	214,624,000
Germany.....	138,617,000	142,509,000	149,412,000	160,225,000	171,077,000	152,000,000	(a) 129,822,000	(a) 122,186,000
Greece.....	6,400,000	6,400,000	5,600,000	7,360,000	4,000,000	5,600,000	8,000,000	8,000,000
Italy.....	189,961,000	153,339,000	192,397,000	165,721,000	214,407,000	169,444,000	170,542,000	176,531,000
Luxembourg.....					644,000	613,000	516,000	490,000
Montenegro.....								
Netherlands.....	4,113,000	4,324,000	5,566,000	5,515,000	5,081,000	5,380,000	5,680,000	4,034,000
Norway.....	312,000	314,000	270,000	331,000	324,000	269,000	284,000	305,000
Portugal.....	4,000,000	4,000,000	11,830,000	5,600,000	5,600,000	8,000,000	8,000,000	8,000,000
Roumania.....	58,873,000	110,828,000	95,657,000	89,413,000	84,192,000	46,296,000	89,787,000	78,521,000
Russia.....	790,245,000	776,619,000	509,503,000	623,761,000	813,784,000	573,300,000	746,195,000	595,425,000
Serbia.....	15,200,000	11,600,000	15,311,000	16,353,000	11,024,000	8,000,000	(a) 10,757,000	(a) 10,124,000
Spain.....	144,105,000	137,449,000	148,497,000	109,784,000	112,402,000	116,090,000	139,299,000	152,921,000
Sweden.....	6,910,000	7,522,000	8,234,000	7,797,000	9,330,000	7,619,000	8,763,000	7,775,000
Switzerland.....	3,568,000	3,417,000	3,524,000	3,178,000	3,509,000	3,278,000	3,957,000	4,053,000
Turkey.....	32,000,000	32,000,000	136,000,000					
United Kingdom.....	63,197,000	58,235,000	64,313,000	57,402,000	56,696,000	62,432,000	74,122,000	59,525,000
Europe.....	2,066,353,000	2,051,502,000	2,009,224,000	1,923,772,000	2,123,067,000	1,657,773,000	1,905,018,000	1,679,859,000



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No. 29.—WORLD'S WHEAT PRODUCTION.—Continued.

Countries.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Asia—								
British India (including such native states as report) . . . . .	(4) 283,495,000	(3) 357,103,000	(3) 374,845,000	370,515,000	362,693,000	311,688,000	376,731,000	318,005,000
Cyprus and Malta. . . . .	3,200,000	3,200,000	2,800,000	2,400,000	2,400,000	2,400,000	2,400,000	2,400,000
Japanese Empire . . . . .	22,295,000	23,703,000	24,851,000	25,692,000	25,207,000	21,645,000	25,799,000	24,441,000
Persia . . . . .	14,000,000	13,600,000	13,600,000	16,000,000	14,400,000	13,600,000	13,600,000	13,600,000
Russia . . . . .	32,000,000	32,000,000	32,000,000	103,270,000	121,113,000	179,348,000	143,819,000	86,812,000
Turkey . . . . .	354,991,000	429,612,000	448,096,000	517,877,000	525,843,000	528,681,000	562,379,000	445,261,000
Total, Asia . . . . .								
Africa—								
Algeria . . . . .	34,769,000	39,375,000	36,596,000	27,172,000	36,848,000	20,000,000	34,655,000	38,817,000
Cape of Good Hope . . . . .	2,800,000	2,800,000	2,400,000	2,400,000	2,400,000	2,400,000	2,400,000	2,400,000
Egypt . . . . .	12,000,000	12,000,000	38,046,000	30,900,000	38,127,000	32,832,000	39,148,000	36,543,000
Natal . . . . .	6,430,000	5,512,000	8,635,000	3,858,000	5,515,000	2,205,000	11,023,000	7,165,000
Soudan . . . . .								
Tunis . . . . .								
Total, Africa . . . . .	55,999,000	59,687,000	85,677,000	64,330,000	83,190,000	57,437,000	87,226,000	84,925,000
Australia . . . . .	62,591,000	90,642,000	71,868,000	97,150,000	103,821,000	24,922,000	151,272,000	151,478,000
New Zealand . . . . .	8,773,000	8,235,000	7,908,000					
Total, Australia . . . . .	71,364,000	98,877,000	79,776,000	97,150,000	103,821,000	24,922,000	151,272,000	151,478,000
Grand total . . . . .	3,646,404,000	3,651,866,000	3,681,119,000	3,776,010,000	3,955,325,000	3,497,580,000	4,360,961,000	3,327,170,000

\* Includes Asiatic Russia. (a) The five years average production (1909-1913) less 15% in 1915 and 20% in 1916.



No. 30.—World's Oat Production.

Country.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States.....	(2) 948,097,000	(1) 1,060,484,000	922,298,000	1,418,337,000	1,121,768,000	1,141,060,000	1,549,030,000	1,251,992,000
Canada.....	(5) 353,466,000	(5) 323,449,000	348,586,000	391,629,000	404,669,000	313,078,000	523,684,000	351,174,000
Mexico.....								
Total, North America..	1,301,563,000	1,383,933,000	1,270,884,000	1,809,966,000	1,526,437,000	1,454,138,000	2,072,714,000	1,603,166,000
Argentina.....	30,103,000	38,321,000	65,101,000	109,064,000	47,983,000	53,884,000	71,000,000	31,633,000
Europe—								
Austria-Hungary.....	(6) 254,657,000	(6) 211,697,000	237,641,000	233,154,000	267,543,000	236,243,000	†75,404,000	
Belgium.....			38,921,000	33,023,000	45,136,000	46,816,000		
Bulgaria.....	8,805,000	12,417,000	19,243,000	11,347,000	12,968,000	8,116,000	8,983,000	
Denmark.....	47,315,000	43,390,000	47,354,000	48,765,000	53,755,000	44,440,000	48,956,000	48,632,000
Finland.....								
France.....	(4) 360,605,000	(4) 337,812,000	328,706,000	334,205,000	336,049,000	(a) 299,610,000	(a) 242,912,000	267,666,000
Germany.....	(3) 595,110,000	(3) 515,578,000	499,548,000	552,464,000	629,871,000	567,575,000		
Italy.....	40,849,000	26,894,000	38,563,000	26,642,000	40,912,000	25,249,000	29,594,000	24,453,000
Netherlands.....	19,938,000	19,160,000	19,440,000	17,151,000	19,875,000	18,784,000	18,488,000	20,931,000
Norway.....	9,656,000	11,267,000	9,592,000	12,731,000	12,870,000	8,777,000	11,315,000	10,277,000
Luxembourg.....					3,425,000	3,562,000	2,000,000	
Roumania.....	26,233,000	28,723,000	26,043,000	20,101,000	35,756,000	23,823,000	28,172,000	27,234,000
*Russia—								
Russia Proper.....								
Poland.....	(1) 1,103,390,000	(2) 985,633,000	807,890,000	916,014,000	961,107,000	680,017,000	(a) 902,616,000	(a) 818,794,000
Northern Caucasia.....								
Total, Russia.....	(1) 1,103,390,000	(2) 985,633,000	807,890,000	916,014,000	961,107,000	680,017,000	902,616,000	818,794,000
Serbia.....								
Spain.....	32,289,000	27,312,000	31,867,000	21,680,000	23,843,000	29,390,000	34,207,000	32,892,000
Sweden.....	76,045,000	83,553,000	71,493,000	82,604,000				
Switzerland.....			4,565,000	3,780,000	4,792,000	4,883,000	5,220,000	6,393,000
Turkey.....								
United Kingdom.....	205,022,000	203,992,000	186,894,000	189,036,000	189,588,000	189,618,000	205,311,000	(b) 154,247,000
Total, Europe.....	2,779,914,000	2,507,428,000	2,367,760,000	2,502,697,000	2,637,490,000	2,186,903,000	1,713,188,000	1,411,519,000

\* Includes Asiatic Russia. † Hungary. (a) European Russia only. (b) Not including Scotland.



## SESSIONAL PAPER No. 10d

No. 30.—World's Oat Production—*Continued.*

Country.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Asia—								
Cyprus.....	4,769,000	2,247,000	4,155,000	4,552,000				
Japan.....								
Russia—								
Central Asia.....								
Siberia.....				89,888,000	113,966,000	153,033,000	130,643,000	
Trans-Caucasia.....								
Total, Russia.....				89,888,000	113,966,000	153,033,000	130,643,000	
Total, Asia.....	4,769,000	2,247,000	4,155,000	94,440,000	113,966,000	153,033,000	130,643,000	
Africa—								
Algeria.....	10,045,000	12,478,000	11,382,000	11,624,000	16,916,000	12,877,000	14,195,000	
Cape of Good Hope.....								
Natal.....								
Soudan.....	5,123,000	5,057,000	4,377,000	1,945,000	3,891,000	648,000	3,242,000	1,945,000
Tunis.....								
Total, Africa.....	15,168,000	17,535,000	15,759,000	13,569,000	20,807,000	13,525,000	17,437,000	1,945,000
Australia.....	18,631,000			10,729,000				
New Zealand.....	21,687,000		22,554,000	15,200,000				
Total, Australia.....	40,318,000		22,554,000	25,929,000				
Grand total.....	4,171,835,000	3,949,464,000	3,746,213,000	4,555,665,000	4,346,683,000	3,861,482,000	3,933,982,000	3,016,630,000

\* Excluding Germany, Austria and Belgium.

(a) Not including the regions occupied by the enemy.



No. 31.—World's Barley Production.

Country.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—								
United States.....	(2) 170,284,000	(2) 162,227,000	160,240,000	223,824,000	178,189,000	194,953,000	228,851,000	180,927,000
Canada.....	(8) 55,308,000	(9) 45,148,000	40,631,000	49,398,000	48,319,000	36,201,000	60,699,000	41,318,000
Mexico.....								
Total, North America..	225,682,000	20,7375,000	200,871,000	273,222,000	226,508,000	231,254,000	289,550,000	222,245,000
Argentina.....	1,424,000			4,460,000	8,038,000			
Europe—								
Austria-Hungary.....	(4) 154,141,000	(4) 132,948,000	151,156,000	150,501,000	160,210,000	141,300,000	55,511 000	
Belgium.....			4,535,000	4,253,000	4,217,000	4,232,000		
Bulgaria.....	9,323,000	15,754,000	20,326,000		16,075,000	10,361,000	17,670,000	
Denmark.....	23,239,000	21,305,000	23,025,000	24,981,000	27,356,000	22,746,000	28,065,000	24,480,000
Finland.....								
France.....	47,913,000	45,820,000	49,864,000	50,588,000	47,939,000	(a)46,136,000	(a)31,787,000	39,405,000
Germany.....	(3) 160,617,000	(3) 133,389,000	145,134,000	159,926,000	168,711,000	145,296,000		
Italy.....	10,952,000	9,483,000	10,883,000	8,403,000	10,803,000	6,917,000	11,051,000	10,109,000
Luxemburg.....					116,000	108,000	67,000	
Netherlands.....	3,321,000	3,383,000	3,584,000	3,346,000	3,131,000	3,210,000	3,234,000	2,498,000
Norway.....	2,731,000	2,973,000	2,682,000	3,247,000	3,369,000		2,821,000	3,026,000
Roumania.....	20,643,000	29,604,000	26,117,000	20,934,000	27,662,000	24,647,000	29,031,000	30,038,000
Switzerland.....	473,000	459,000	454,000	427,000	450,000	528,000	602,000	
*Russia—								
Russia Proper.....								
Poland.....	474,163,000	459,533,000	414,201,000	455,957,000	520,008,000	375,896,000	491,919,000 (a)	442,390,000
Northern Caucasus.....								
(1) 474,168,000	(1) 459,538,000	414,201,000	455,957,000					
Serbia.....								
Spain.....	(6) 81,579,000	(6) 76,302,000	85,793,000	5,250,000	68,773,000	72,272,000	82,764,000	84,373,000
Sweden.....	13,950,000	15,555,000	14,696,000	14,156,000				
United Kingdom.....	(7) 71,817,000	(7) 67,473,000	60,211,000	60,632,000	68,367,000	67,214,000	48,852,000	55,409,000
Totals, Europe.....	1,074,917,000	1,013,994,000	1,013,721,000	1,022,596,000	1,127,187,000	920,863,000	803,374,000	691,728,000

\*Includes Asiatic Russia. (a) European Russia only.



No. 31.—World's Barley Production—Continued.

Country.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Asia—								
British India, including such native states as report.								
Cyprus.		(5)	89,685,000		102,430,000	91,360,000	100,863,000	99,821,000
Japanese Empire.	(5)							
	87,696,000		95,037,000					
Russia—								
Central Asia				12,325,000	14,783,000	19,796,000	18,056,000	
Siberia.								
Trans-Caucasia.								
				12,325,000				
Total, Asia.			95,037,000					
Africa—								
Algeria	50,008,000	48,708,000	47,766,000	88,887,000	50,031,000	45,401,000	39,866,000	
Cape Good Hope.								
Egypt.			11,710,000	11,332,000	11,453,000	11,079,000	13,747,000	13,184,000
Natal.								
Soudan.								
Tunis.	9,186,000	6,660,000	13,320,000	4,823,000	6,430,000	3,215,000	11,482,000	6,889,000
Total Africa.	59,194,000	55,368,000	72,796,000	55,042,000	67,914,000	59,695,000	65,095,000	20,073,000
Australia	3,143,000							
New Zealand.	2,019,000		1,307,000	1,411,000				
Total, Australia.	5,162,000		1,307,000	1,411,000				
Grand total.	1,454,375,000	1,366,402,000	1,383,732,000	1,369,056,000	1,546,860,000	1,322,868,000	1,276,938,000	1,033,867,000

\* Exclusive of Germany; Austria and Belgium.  
(a) Not including the regions occupied by the enemy.



7 GEORGE V, A. 1917

No. 32.—QUANTITY of Wheat exported from

Fiscal Years.	Great Britain.	Australia.	British Africa.	British West Indies.	Newfoundland.	Others British Possessions.	Total British Empire.	Belgium.	Denmark.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874.....	4,509,195						4,509,195	66,000	
1875.....	3,967,495						3,967,495		
1876.....	4,376,740						4,376,740		
1877.....	2,035,831				8,378		2,044,209		
1878.....	3,402,625				2,395		3,405,020		
1879.....	4,951,545				890		4,952,435		
1880.....	4,120,027						4,120,027	55,164	
1881.....	2,329,958				22,000		2,351,958		
1882.....	3,255,495						3,255,495	28,146	
1883.....	4,877,276				9		4,877,285	38,307	
1884.....	689,626			2			689,628		
1885.....	1,978,201				10		1,978,211		
1886.....	3,089,706				5		3,089,711		
1887.....	5,048,084			45,265	15		5,093,364	26,806	
1888.....	1,377,783				4		1,377,787		
1889.....	449,686				16		449,702	4,643	
1890.....	410,796				3		410,799		
1891.....	1,015,954			150	3		1,016,107		
1892.....	6,810,664				34		6,810,698	5,718	
1893.....	8,617,967				3		8,617,970	59,478	
1894.....	9,090,310				14		9,090,324		41,825
1895.....	8,786,798				19		8,786,817		
1896.....	9,729,368	62,965		40	35		9,792,408		
1897.....	7,717,292	100,805			15		7,818,112		
1898.....	18,091,962			600	599		18,093,161	455,688	
1899.....	9,917,572			3,150	50		9,920,772	176,518	
1900.....	15,975,858	7			6		15,975,871	438,046	
1901.....	8,630,066			1,000	14		8,631,080	652,530	
1902.....	25,244,489			6	4		25,244,499	586,861	
1903.....	30,726,947	103,785	115,615	23	6	2,226	30,948,602	706,733	
1904.....	16,346,793	8,001	110,306	10	20	13,104	16,478,234	267,646	
1905.....	11,280,407		8,112		15		11,288,534	393,549	
1906.....	36,027,692	200	60,780				36,097,672	352,407	
1907 (9 months).....	24,432,786	1,833	49,712	15	40	9	24,484,395	105,784	
1908.....	43,002,541		99,688		11		43,102,240	389,819	
1909.....	45,891,249		5,766		10,035		45,907,050	1,651,574	
1910.....	46,589,228		105,471	25		10	46,694,734	547,346	
1911.....	43,637,625	239	53,246	36	205	15	43,691,366	823,874	
1912.....	60,343,037	18	45,444	13	276	144	60,388,932	1,696,953	
1913.....	77,722,465		106,963	4,838	38	90	77,834,394	3,072,736	200,137
1914.....	108,574,397	20	162,079	10,581	183	249	108,747,509	1,658,861	
1915.....	64,301,202	406,818	160,907	167,626	36	367	65,036,956	984,520	
1916.....	140,414,411	97,496	174,966		982		140,687,875	174,694	

\*Russia, 214,960.



SESSIONAL PAPER No. 10d

Canada, by Countries, Years 1874 to 1916.

France.	Germany.	Holland.	Italy.	Japan.	Mexico.	United States.	Other Foreign Countries.	Total, Foreign Countries.	Grand Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
131,820						1,874,202		2,072,022	6,581,217
						415,527		415,527	4,383,022
						1,693,629	24	1,693,653	6,070,393
						348,946		348,946	2,393,155
						988,514		988,515	4,393,535
1						1,657,835		1,658,289	6,610,724
454						911,323		970,478	5,090,505
	3,991					120,668	12	171,715	2,523,673
	35	51,000				561,394		589,540	3,845,035
59,345						878,471	14,050	990,173	5,867,458
						55,898		55,898	745,526
	17,335					345,410		362,745	2,340,956
	19,685					309,772		329,457	3,419,168
	170,048					341,508		538,362	5,631,726
	8,269					777,698		785,967	2,163,754
						36,560		41,203	490,905
	4,752					6,723		11,475	422,274
						1,092,109		1,092,109	2,108,216
	275,961	131,896				1,489,881		1,903,456	8,714,154
	22,555	117,248				454,633	1	653,915	9,271,885
	7,774	7,648				124,619	18	181,884	9,272,208
	18,682					20,190		38,872	8,825,689
	11,650					115,484		127,134	9,919,542
	20,559					16,603		37,162	7,855,274
37,522	199,747	92,359				84,630		869,946	18,963,107
107,288	30,773	12,000	40,617		150	17,337	15	384,698	10,305,470
143,692	92,839	11,115	100,298			82,785	4	868,779	16,844,650
91,550	28,369	4,903	278,140			53,186		1,108,678	9,739,758
195,280	8,000	6,603	61,199			15,088		873,031	26,117,530
	237,063	101,433	99,010			892,904		2,037,143	32,985,745
		21,137		749		11,262		300,794	16,779,028
						3,018,232		3,411,781	14,700,315
68,836	17,182	1,050			30,261	3,831,988	6	4,301,730	40,399,402
55,928				1,800		804,937	27,283	995,732	25,480,127
47,679						114,926	4	552,428	43,654,668
103,113	6,015	237,455	267,443		99,234	650,601	*214,964	3,230,399	49,137,449
223,309	72,000	270,157			77,623	1,856,181		3,046,616	49,741,350
63,991	167,196	225,147			585,854	242,660	2,019	2,110,749	45,802,115
	890,003	429,485		12,364	49,220	997,662	1,667	4,077,354	64,466,286
45,469	777,614	1,162,636		238,493		9,834,530		15,331,615	93,166,009
435,773	297,565	51,202,118	39,470	516,404		7,522,027	6,852	11,679,070	120,426,579
					Spain.				
					176,000				
40,000	838,521	366,974	245,118	5,000		4,092,026	128,270	6,876,429	71,913,385
	Greece.			Switz'd	Spain.				
2,499,046	197,913	815,519	4,645,180	209,125	132,054	8,365,331	18,732	17,057,594	157,745,469



No. 33.—QUANTITY of Oats Exported from Canada, by Countries, Years 1874 to 1916.

7 GEORGE V, A. 1917

Fiscal Years.	Great Britain.	British Africa.	British Guiana.	British West Indies.	Bermuda.	Newfound-land.	Other British Possessions.	Total, British Empire.	Belgium.	Philip-pines.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874.	788,654			19,999		48,933		857,586		
1875.	1,524,648			32,515		78,814		1,635,977		
1876.	1,984,574		680	41,457		78,038		2,104,749		
1877.	2,696,703		60	43,337		98,430		2,838,530		
1878.	2,181,815		2,323	42,072		87,582		2,313,792		
1879.	1,909,983			42,402		85,433		2,037,818		
1880.	3,032,940		7	77,393		100,655		3,210,995	244,883	
1881.	2,504,331		14,890	94,561		88,118		2,701,900	67,626	
1882.	1,839,710		24,317	116,489		93,106		2,073,622	38,599	
1883.	129,117		55,133	109,230		109,855		403,335		
1884.	901,069		87,309	161,700		133,306		1,283,393		
1885.	1,866,221		24,087	122,547		135,771		2,148,626		
1886.	3,280,787		48,901	141,511		113,666		3,584,865		
1887.	1,627,629		41,902	150,517		127,211		1,947,259		
1888.	177,194		70,772	117,864		125,344		491,174	20,927	
1889.	2,568		22,002	165,480		126,288		316,338		
1890.	454,090		23,759	148,975		100,729		727,553		
1891.	16,528		11,719	100,070		127,342		255,659		
1892.	5,743,720		44,989	290,421		125,841		6,204,971	294,936	
1893.	6,261,258		23,113	365,022		192,765		6,842,158	76,888	
1894.	1,738,666		58,501	331,067		186,292		2,314,526		
1895.	257,252		41,956	254,264		169,954		723,427		
1896.	487,252		34,048	180,887		179,433		881,620		
1897.	5,409,808		86,340	224,275		162,913		5,883,336	269,511	
1898.	8,143,107		45,901	160,846		144,050		8,493,904	430,508	
1899.	8,977,646		36,399	460,597		153,945	71	9,628,658	125,416	
1900.	6,028,704	33,934	48,733	336,238		194,053		6,641,662	113,996	
1901.	6,611,396	25,258	25,277	410,881		182,999		7,255,811	688,370	
1902.	3,544,674	642,810	53,233	371,254		103,370		4,715,341	113,746	
1903.	5,623,116	372,326	62,473	441,198		238,094	124,320	6,861,527	228,504	
1904.	3,607,938	38,654	40,079	390,137		302,583	5	4,379,396	42,030	
1905.	1,617,310	3,150	41,011	207,760		242,883	115,524	2,257,638	2,655	
1906.	1,885,166	512	38,327	189,037		227,942	63,609	2,403,893	124,292	
1907.	3,853,295	3,313	41,050	205,551		223,450	50,788	4,377,447	2,352	
1908.	5,617,102	8,262	50,483	191,348		261,572	163,258	6,292,025	28,200	176,791
1909.	2,588,995	571	12,967	134,813		259,494	54,343	3,051,183	207,035	279,461
1910.	1,024,491	1,690	11,383	165,423		256,477	98,371	1,557,835	261,181	55,943
1911.	4,028,746	6,280	12,333	183,447	109,585	239,537	5,660	4,579,928	214,964	23,084
1912.	7,014,615	2,693	18,358	245,774	137,294	404,431	18,558	7,828,855	85,845	122,580
1913.	7,293,004	5,172	22,887	438,759	113,676	488,558		8,380,614	267,031	86,036
1914.	13,903,389	653	20,106	739,239	118,077	364,134		15,145,589	110,261	35,634
1915.	8,537,236		38,113	369,905	93,783	416,168	29	9,155,234		
1916	17,597,470		106,079	388,894	42,715	336,282		18,471,440		



## SESSIONAL PAPER No. 10d

No. 33.—QUANTITY of Oats Exported from Canada by Countries, Years 1874-1916—Continued.

Fiscal Years.	Cuba.	Danish West Indies.	France.	Germany.	Holland.	Mexico.	St. Pierre.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874.....	605	453					1,051	138,135	280	140,514	998,100
1875.....	848	1,428					782	1,350,692	112	1,353,862	2,989,839
1876.....	1,074	300	449,021				687	88,372	30	539,484	2,644,233
1877.....	2,713		55,495				1,168	72,378		131,754	2,970,284
1878.....	6,194	31					587	19,387	44	26,234	2,340,026
1879.....	103	52	303,218				1,402	8,940	21,757	335,472	2,373,290
1880.....	499	38	778,247				712	481,138	528	1,506,045	4,717,040
1881.....	385	405	90,704				2,149	54,707	8,656	224,632	2,926,532
1882.....	1,260		235,829				940	1,796,104	600	2,073,332	4,146,954
1883.....	10,383		18				1,542	607,953	822	620,718	1,024,053
1884.....	9,486						2,491	22,985	28,365	63,327	1,346,720
1885.....			44,126	38,982	18,651		1,068	94,971	12,578	210,376	2,359,002
1886.....	88	40	215,261	106,878			2,697	240,159		565,123	4,149,988
1887.....	2,221			56,204			2,214	40,342		100,981	2,048,210
1888.....	760	15	25,276				3,286	25,183	100	75,547	566,621
1889.....	468	80					3,004	16,789	506	20,847	337,185
1890.....	12	60					1,729	27,530	808	30,239	757,792
1891.....	276						2,010	2,264	360	4,910	260,569
1892.....	6,966	400		1,900	11,915		7,221	165,947	15,009	209,358	6,414,329
1893.....	327	6,197		14,971	49,076		2,761	63,300	180	431,748	7,273,906
1894.....	75	254	60,216	181,731	110,453		1,769	63,342	9,448	504,176	2,818,702
1895.....	12,756	1,275					3,317	175,043	11,157	203,548	926,975
1896.....	10,775	895		19,435			2,396	45,320	7,696	86,517	968,137
1897.....	144	1,230		344,544			3,056	43,470	1,590	663,545	6,546,881
1898.....	577	596	102,459	637,400	133,615		2,390	65,574	9,440	1,382,559	9,876,463
1899.....	875	998		407,757	9,369		2,766	129,954	7,199	864,334	10,592,992
1900.....	1,350	554		98,727	882		3,087	137,785	1,171	287,552	6,929,214
1901.....	544		133,676				9,304	63,446	3,912	899,252	8,155,063
1902.....		6					3,360	137,081	60,589	314,782	5,030,123
1903.....	166,024	170	2,648				4,598	120,702	209,094	731,650	7,593,177
1904.....	65,471	127			7,901		3,334	189,037	7,945	315,845	4,695,241
1905.....	26,982	76					1,537	78,533	78	109,861	2,367,499
1906.....	6,782	48	1,500	6,555	1,514	142	1,636	152,602	1,339	296,410	2,700,303
1907.....	28,669			1,061		2,470	1,013	125,188	1,286	161,898	4,539,435
1908.....	222,936			4,563		46,525	1,257	350,991		831,266	7,123,291
1909.....	361,007			1,690		53,569	3,828	1,554,251	3,064	2,204,427	5,255,610
1910.....	265,239					10,681	2,354	1,285,660	500	1,843,895	3,401,730
1911.....	339,054			908	56,643	3,359	3,143	128,538	3,873	851,734	5,431,662
1912.....	599,186				1,618		2,178	203,560	5,447	1,051,820	8,880,675
1913.....	144,258				8,870		1,678	1,726,580	8,129	2,097,940	10,478,554
1914.....	452,734		57		113,516		2,222	18,928,222	1,249	19,851,066	34,996,654
1915.....	203,889		4,072,653		61,605		2,116	3,825,549	1,125	8,312,932	17,768,166
1916.....			6,965,037		8,125		2,906	1,364,479	4,335	8,344,882	26,816,322

\* Includes Spanish West Indies. \* To Australia.



7 GEORGE V, A. 1917

No. 34.—QUANTITY of Barley Exported from

Fiscal Years.	Great Britain.	British Africa.	British West Indies.	Newfound-land.	Other British Possessions.	Total, British Empire.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874. ....	24		40	3,119		3,183
1875. ....			76	5,134		5,210
1876. ....	22		75	3,493		3,590
1877. ....	95,696		71	6,894		102,661
1878. ....	764,062		1,217	3,176		768,455
1879. ....	186,580		1,154	2,847		190,581
1880. ....	486,806		293	6,658		493,757
1881. ....	69,188		49	6,386		75,623
1882. ....	6,306		8	4,881		11,195
1883. ....	68,729		37	6,784		75,550
1884. ....	65,238		74	7,161		72,473
1885. ....	30,077			9,004		39,081
1886. ....	19,153		1	6,861		26,015
1887. ....	10,443			8,801		19,244
1888. ....	1,687		65	7,850		9,602
1889. ....	6,312			7,394		13,706
1890. ....	27,132		40	8,973		36,145
1891. ....	132,650			7,714		140,364
1892. ....	2,439,959			1,792		2,441,751
1893. ....	550,695		299	4,494		555,488
1894. ....	97,971		319	5,564		103,854
1895. ....	30,365		224	3,569		34,158
1896. ....	45,769		12	1,019		46,800
1897. ....	534,096		50	1,130	32	535,308
1898. ....	308,424		51	857		309,332
1899. ....	116,131			383		116,514
1900. ....	1,753,135			818	447	1,754,400
1901. ....	2,009,708	833	1,199	711	275	2,012,726
1902. ....	345,936	1,695	25	12		347,668
1903. ....	626,006	15,885	133	14	2,500	644,538
1904. ....	703,166	311	3,411	384	204	707,476
1905. ....	787,577		4	87	89	787,757
1906. ....	790,804		58	2	48	790,912
1907. ....	1,115,979		2		2	1,115,983
1908. ....	1,392,783	6	10	12	66	1,392,877
1909. ....	2,160,890		41	2	28	2,160,961
1910. ....	1,431,922		5	115	43	1,432,085
1911. ....	1,116,116		8	61	160	1,116,345
1912. ....	921,757			221	112	922,090
1913. ....	5,556,090		2	54	45	5,556,191
1914. ....	10,905,712		94,825		21	11,000,558
1915. ....	4,388,577		81	1	14	4,388,673
1916. ....	4,915,517		20	13	76	4,915,626



SESSIONAL PAPER No. 10d

Canada by Countries, Years 1874 to 1916.

Belgium.	Germany.	Holland.	Italy.	Mexico.	United States.	Other Foreign Countries.	Total, Foreign Countries.	Grand Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
.....	.....	.....	.....	.....	3,745,087	.....	3,745,087	3,748,270
.....	.....	.....	.....	.....	5,413,844	.....	5,413,844	5,419,054
.....	.....	.....	.....	.....	10,164,551	35	10,164,586	10,168,176
.....	.....	.....	.....	.....	6,243,033	3	6,243,036	6,245,697
.....	500	.....	.....	.....	6,498,444	.....	6,498,944	7,267,399
.....	.....	.....	.....	.....	5,193,324	17	5,193,341	5,383,922
13,400	.....	.....	.....	.....	6,732,403	2	6,745,805	7,239,562
.....	.....	.....	.....	.....	8,724,931	25	8,724,956	8,800,579
.....	.....	.....	.....	.....	11,577,251	.....	11,577,251	11,588,446
.....	.....	.....	.....	.....	8,741,626	40	8,741,666	8,817,216
7,160	.....	.....	.....	.....	7,700,581	48	7,707,789	7,780,262
.....	.....	.....	.....	.....	9,028,314	.....	9,028,314	9,067,395
.....	.....	.....	.....	.....	8,528,287	.....	8,528,287	8,554,302
.....	.....	.....	.....	.....	9,437,717	3	9,437,720	9,456,964
.....	.....	.....	.....	.....	9,360,521	35	9,360,556	9,370,158
.....	.....	.....	.....	.....	9,934,501	.....	9,934,501	9,948,207
.....	.....	.....	.....	.....	9,939,745	18	9,939,763	9,975,908
.....	.....	.....	.....	.....	4,751,953	10	4,751,963	4,892,327
.....	.....	39,849	.....	.....	2,721,168	.....	2,761,017	5,202,768
.....	.....	.....	.....	.....	1,431,398	53,762	1,485,160	2,040,648
.....	.....	.....	.....	.....	493,551	.....	493,551	597,405
.....	.....	.....	.....	.....	1,674,193	19	1,674,212	1,708,370
.....	6,128	.....	.....	.....	787,787	10	793,925	840,725
18,954	30,489	.....	.....	.....	1,246,343	.....	1,295,786	1,831,094
.....	50,216	.....	.....	.....	84,083	25	134,324	443,656
.....	.....	.....	.....	.....	122,374	60	122,434	238,948
202,078	27,039	.....	8,297	.....	164,468	.....	401,882	2,156,282
176,515	.....	.....	5,083	.....	190,547	1,500	373,645	2,386,371
78,961	.....	.....	13,027	.....	17,461	.....	109,449	457,117
257,926	.....	.....	7,436	.....	37,112	.....	302,474	947,012
181,172	1,250	72,513	.....	.....	86,175	9,084	350,194	1,057,670
120,990	23,975	7,375	.....	.....	101,111	.....	253,451	1,041,208
33,870	5,581	2,400	.....	.....	47,245	.....	89,116	880,028
16,699	.....	.....	.....	46,354	19,094	.....	82,147	1,198,130
276,031	1,256	.....	.....	95,912	210,788	13,580	597,567	1,990,444
250,798	.....	93,420	.....	188,060	266,096	.....	798,374	2,959,335
183,752	54,380	129,858	.....	97,230	147,596	.....	612,816	2,044,901
111,288	.....	14,000	.....	217,325	86,297	.....	428,908	1,545,253
.....	17,000	.....	.....	202,609	919,967	1	1,139,577	2,061,667
29,647	.....	31,929	.....	64,923	773,281	4	899,784	6,455,975
35,025	134,222	245,343	.....	32,370	1,584,851	.....	2,031,811	13,032,369
126,815	180,387	514,670	.....	.....	366,101	.....	1,187,973	5,576,646
.....	.....	646,174	.....	.....	366,573	.....	1,012,747	5,928,373



7 GEORGE V, A. 1917

No. 35.—QUANTITY of Wheat Flour Exported from Canada, by Countries, Years 1874  
1916.

Fiscal Years..	Great Britain.	Austral- asia.	Bermuda.	British Africa.	British. Guiana.	British. West Indies.	Hong-Kong.	Malta.
	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.
1874 . . . . .	307,391	...				127		..
1875 . . . . .	158,821					41		..
1876 . . . . .	204,445					14		..
1877 . . . . .	128,875					175		..
1878 . . . . .	339,869				1	358		..
1879 . . . . .	445,074					1,609		..
1880 . . . . .	449,368					759		..
1881 . . . . .	76,008					79		..
1882 . . . . .	370,775					325		..
1883 . . . . .	359,724					306		..
1884 . . . . .	158,926					117		..
1885 . . . . .	86,168					64		..
1886 . . . . .	235,027					433		..
1887 . . . . .	345,769					229		..
1888 . . . . .	229,420					219		..
1889 . . . . .	79,437					26		..
1890 . . . . .	87,071					200		..
1891 . . . . .	181,543					399		..
1892 . . . . .	240,329	1			3,270	8,219		..
1893 . . . . .	204,687	1			2,798	11,460		..
1894 . . . . .	203,467				3,940	7,831		..
1895 . . . . .	104,501				300	3,561	4,500	..
1896 . . . . .	89,428	1,193			300	335	1,275	..
1897 . . . . .	246,754	91,641				199	3,000	..
1898 . . . . .	908,399	25,351			2,189	15,288	1,000	..
1899 . . . . .	540,971	17,107			2,178	21,890	1	..
1900 . . . . .	455,075	39,560		31,457	1,110	12,635	2	..
1901 . . . . .	770,714	47,484		500	2,030	23,722		..
1902 . . . . .	648,199	69,118		85,913	7,918	36,775		..
1903 . . . . .	633,250	171,763		143,949	23,999	43,624	363	..
1904 . . . . .	940,040	13,148		155,261	26,058	49,009	570	..
1905 . . . . .	592,598	6,616	24,329	181,899	20,288	107,483		566
1906 . . . . .	943,777	6,281	6,241	119,766	14,083	76,112	725	5,146
1907 9 mos.)	633,493	4,871	2,674	81,572	13,481	49,732	2,308	7,715
1908 . . . . .	1,130,617	255	7,171	207,157	29,052	78,845	8,892	5,489
1909 . . . . .	1,029,086	476	6,541	187,738	28,133	69,172	19,135	1,618
1910 . . . . .	1,877,436	991	16,502	234,259	35,569	189,685	20,768	1,782
1911 . . . . .	1,884,655	2,225	19,228	189,098	50,724	365,474	14,951	2,621
1912 . . . . .	2,338,851	3,108	17,447	*199,227	51,165	369,859	24,770	3,735
1913 . . . . .	2,880,157	20	17,367	317,376	67,201	363,673	40,103	5,662
1914 . . . . .	2,794,657	61	18,806	256,421	80,992	492,687	154,064	21,878
1915 . . . . .	3,137,146	4,019	8,351	321,664	85,723	499,932	59,627	3,690
1916 . . . . .	3,894,511	23,488	13,931	212,356	119,192	380,899	30,532	7,476

\* Includes British East Africa, 2,974 British West Africa, 8,866.



## SESSIONAL PAPER No. 10d

No. 35.—QUANTITY of Wheat Flour Exported from Canada, by Countries, Years 1874 to 1916.—*Continued.*

Fiscal Year.	New-found-land.	Other British.	Total British Empire.	China.	Den-mark.	Hol-land.	Nor-way.	Japan.	Sweden.
	Brl	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.
1874.....	82,682	...	390,200	..	..	..	..	..	..
1875.....	99,735	..	258,597	..	..	..	..	..	..
1876.....	103,352	..	307,811	..	..	..	..	..	..
1877.....	101,782	..	230,832	..	..	..	..	..	..
1878.....	107,392	..	447,620	..	..	..	..	..	..
1879.....	103,021	..	549,704	..	..	..	..	..	..
1880.....	85,032	..	535,159	..	..	..	..	..	..
1881.....	57,806	..	433,893	..	..	..	..	..	..
1882.....	90,684	..	461,784	..	..	..	..	..	..
1883.....	18,420	..	478,450	..	..	..	..	..	..
1884.....	36,590	..	195,633	..	..	..	..	..	..
1885.....	34,023	..	120,255	..	..	..	..	..	..
1886.....	129,899	..	365,359	..	..	..	..	..	..
1887.....	165,678	..	511,676	..	..	..	..	..	..
1888.....	111,493	..	341,132	..	..	..	100	..	..
1889.....	48,687	..	128,150	..	..	..	..	..	..
1890.....	19,335	..	106,606	..	..	..	3	..	..
1891.....	99,438	..	281,380	..	..	..	1	..	..
1892.....	109,239	..	361,158	1,760	..	2,818	690	..	..
1893.....	176,971	..	395,917	4,944	..	..	1	..	..
1894.....	201,583	30	416,841	..	..	..	128	..	..
1895.....	96,895	..	209,757	..	..	..	1,000	..	..
1896.....	88,430	52	181,013	..	..	..	..	..	..
1897.....	67,938	1,300	410,832	2,420	..	160	..	..	..
1898.....	283,811	250	1,236,288	5	..	150	5	57	..
1899.....	179,103	536	761,786	..	..	250	..	..	..
1900.....	218,332	..	758,171	..	..	..	2,379	..	..
1901.....	234,259	..	1,088,709	1,530	168	1,728	3,035	..	..
1902.....	218,458	39	1,066,420	..	1,015	182	..	..	..
1903.....	223,210	8,651	1,248,809	708	5,142	275	611	3,203	..
1904.....	228,984	13,042	1,426,110	2,508	9,445	3,221	43,296	18,092	..
1905.....	232,860	2,132	1,218,771	..	12,675	3,365	17,113	15,041	..
1906.....	240,040	3,361	1,415,532	1,768	8,659	22,958	20,232	16,495	888
1907 (9 mos.)	169,047	1,305	966,198	24,419	8,536	27,813	27,668	22,676	448
1908.....	259,491	3,379	1,731,348	112,104	9,452	9,387	31,956	16,270	1,795
1909.....	231,591	7,378	1,580,868	5,049	17,298	4,362	12,534	39,226	448
1910.....	313,590	4,905	2,695,487	4,451	71,703	26,593	13,985	87,917	856
1911.....	248,054	713	2,777,743	1,697	67,559	24,223	3,595	75,529	530
1912.....	305,570	5,002	3,318,730	37,306	102,952	27,777	6,275	110,557	2,564
1913.....	276,779	9,132	3,977,474	25,246	89,739	68,247	14,482	137,736	1,581
1914.....	286,813	8,793	4,115,172	26,632	104,456	90,043	27,032	169,233	1,836
1915.....	245,340	10,487	4,375,979	2,351	61,400	86,351	7,495	188,066	4,849
1916.....	273,632	26,860	4,983,477	37	..	34,056	78,410	218	..

\* Includes British East Africa 2,974, British West Africa, 8,866.



7 GEORGE V, A. 1917

No. 35.—QUANTITY of Wheat Flour Exported from Canada, by Countries, Years 1874 to 1916.—*Concluded.*

Fiscal Years.	France.	Russia.	Egypt.	St. Pierre.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
1874...				9,951	138,845	1,321	150,117	540,317
1875...				8,651	35,160	375	44,186	302,783
1876...				8,479	98,057	1,157	107,693	415,504
1877...				5,548	30,405	1,820	37,773	268,605
1878...				5,715	21,631	1,465	28,811	476,431
1879...				4,946	20,247	50	25,243	574,947
1880...				1,183	8,249		9,432	544,591
1881...				905	4,758	172	5,835	439,728
1882...				1,151	4,016	2,788	7,955	409,739
1883...				4,342	2,820	3,434	10,596	489,046
1884...				275	1,236	245	1,756	197,389
1885...				744	2,736	42	3,522	123,777
1886...				3,480	17,070	190	20,740	386,099
1887...				2,425	4,695	1,417	8,537	520,213
1888...				2,956	5,076	851	8,983	350,115
1889...				1,259	1,527	245	3,031	131,181
1890...				949	7,472	69	8,493	115,099
1891...				1,393	12,439	1,571	15,404	296,784
1892...				2,597	3,998	7,975	19,838	380,996
1893...				5,086	2,412	1,825	14,268	410,185
1894...				1,782	3,862	5,997	11,769	428,610
1895...				1,996	2,818	7,404	13,218	222,975
1896...				2,143	2,430	1,130	5,703	186,716
1897...				3,333	4,270	743	10,926	421,758
1898...				3,287	5,392	4,254	13,150	1,249,438
1899...				708	5,052	24,740	30,750	792,536
1900...				1,757	3,834	2,021	9,991	768,162
1901...				1,065	14,682	7,783	29,991	1,118,700
1902...			204	2,459	10,485	5,883	20,228	1,086,648
1903...		5,488		1,562	18,940	3,028	38,957	1,287,766
1904...		24,589		1,783	40,958	17,598	161,490	1,587,600
1905...		7,869		4,606	31,072	10,957	102,698	1,321,469
1906...		4,462		4,656	25,772	10,592	116,482	1,532,014
1907 (9 mos.)...		7,948			3,734	2,683	125,925	1,092,123
1908...		12,494	3,883		29,309	4,742	231,392	1,962,740
1909...		5,382	2,342	688	58,253	11,588	157,170	1,738,038
1910...		6,439	4,001	4,217	126,155	22,224	368,541	3,064,028
1911...		10,334	275		25,967	61,594	271,303	3,049,046
1912...		13,223	225	7,193	58,403	53,631	420,106	3,738,836
1913...		24,927	7,232		29,983	101,396	500,569	4,478,043
1914...		28,564	12,809	3,393	19,436	*233,577	717,011	4,832,183
1915...	77,331	5,689	3,668	1,027	52,429	*85,702	576,358	4,952,337
1916...	1,002,873		2,500	1,345	251,220	*46,078	1,416,737	6,400,214

	1914.	1915.	1916.
*Includes Exports to Austria-Hungary.....	18,193		
Germany.....	28,878		
Portuguese Africa.....	11,510	13,718	6,248
Turkey in Europe.....	114,706		
Venezuela.....	20,745		11,374
Belgium.....		26,257	11,235
Greece.....		16,107	



SESSIONAL PAPER No. 10d

No. 36.—Exports of Grain (Domestic Produce) from the following Countries for the latest 12-month period for which returns are available.

QUANTITIES.

Countries.	Twelve Months ended.	Barley.		Buckwheat		Corn.		Flaxseed.		Oats.		Peas.		Rye.		Wheat.	
		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.	
Canada.....	Mar. 31, 1916	5,928,373		489,578		33,913		1,944,513		26,816,322		188,591		644,720		157,745,469	
Argentine Republic.....	Dec. 31, 1915	3,495,286		†		173,223,760		39,054,861		39,247,680		.....		193,676		93,763,189	
Australia.....	Dec. 31, 1915	107,825		†		4,173		89		38,676		†		+		4,210,593	
Austria-Hungary.....	Dec. 31, 1913	8,188,055		183		28,106		36,201		31,102		22,928		4,502		70,651	
British India.....	Mar. 31, 1914	1,368,112		†		57,110		12,863,070		411,478		(a) 3,289,636		+		26,371,622	
Bulgaria.....	Dec. 31, 1911	3,460,525		†		13,011,590		.....		159,575		5,569		3,145,557		11,118,968	
France.....	Dec. 31, 1914	166,930		53,052		503,513		†		898,973		113,539		3,385		21,904,160	
Germany.....	Dec. 31, 1913	280,276		17,218		1,285		166,555		42,890,682		280,659		36,777,791		19,775,353	
Italy.....	Dec. 31, 1914	3,671		130,621		283,284		204		105,425		.....		1,574		4,703	
Roumania.....	Dec. 31, 1913	17,348,317		259		38,361,103		119,014		11,259,090		1,057,111		2,604,251		42,348,596	
Russia.....	Dec. 31, 1912	126,530,928		3,322,805		30,191,006		6,567,804		54,846,051		8,674,264		19,669,170		96,612,205	
United States.....	June 30, 1915	27,473,160		515,304		38,217,012		2,614		95,921,620		†		14,532,437		173,274,015	

VALUES.

Countries.	Twelve Months ended.	Barley.		Buckwheat		Corn.		Flaxseed.		Oats.		Peas.		Rye.		Wheat.	
		\$		\$		\$		\$		\$		\$		\$		\$	
Canada.....	Mar. 31, 1916	3,775,311		383,415		30,906		2,973,932		14,637,849		512,917		556,017		172,896,445	
Argentine Republic.....	Dec. 31, 1915	1,899,864		.....		90,203,809		44,487,335		18,398,401		.....		156,846		127,989,950	
Australia.....	Dec. 31, 1915	74,177		†		5,679		180		31,241		36,032		.....		1,480,597	
Austria-Hungary.....	Dec. 31, 1913	6,913,781		113		29,041		65,351		23,078		82,526		4,180		89,780	
British India.....	Mar. 31, 1914	849,467		†		39,863		17,045,067		27,156		3,296,825		.....		26,995,127	
Bulgaria.....	Dec. 31, 1911	1,719,820		.....		7,630,100		.....		117,763		6,174		1,766,684		9,194,392	
France.....	Dec. 31, 1914	143,136		45,713		161,221		.....		552,702		255,285		3,253		3,103,877	
Germany.....	Dec. 31, 1913	241,094		11,994		2,112		277,746		22,160,418		639,744		31,634,608		20,850,228	
Italy.....	Dec. 31, 1914	3,212		192,112		263,831		991		73,747		.....		1,544		7,297	
Roumania.....	Dec. 31, 1913	9,387,217		76		22,312,553		144,812		4,273,066		714,061		1,741,496		40,173,379	
Russia.....	Dec. 31, 1912	78,866,147		2,161,328		19,486,929		10,501,885		26,692,782		9,136,197		14,926,888		98,999,928	
United States.....	June 30, 1915	20,663,533		481,011		30,780,887		6,501		47,993,096		†		15,374,499		215,532,681	

Included with wheat. †Not separately stated. (a) Pulse.



7 GEORGE V, A. 1917

No. 36.—RATES by Rail on Grain from Points in Manitoba, Saskatchewan and Alberta by the Canadian Pacific Railway to Fort William and Port Arthur—*Concluded.*

From points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Binscarth. ....	Fort William and Port Arthur.	15	15	15	15	16
Boissevain.....	"	13	13	13	13	14
Brandon.....	"	13	13	13	13	14
Carberry .....	"	13	13	13	13	14
Carman .....	"	12	12	12	12	13
Crystal City.....	"	13	13	13	13	14
Dalny.....	"	15	15	15	15	16
Deloraine.....	"	15	15	15	15	16
Dominion City..	"	12	12	12	12	13
Emerson.....	"	12	12	12	12	13
Gladstone .....	"	13	13	13	13	14
Hamiota.....	"	15	15	15	15	16
Killarney.....	"	13	13	13	13	14
MacDonald.....	"	12	12	12	12	13
Minnedosa.....	"	13	13	13	13	14
Neepawa.....	"	13	13	13	13	14
Portage la Prairie.....	"	12	12	12	12	13
Scuris.....	"	14	14	14	14	15
Shoal Lake.....	"	15	15	15	15	16
Westbourne .....	"	13	13	13	13	14
Winnipeg.....	"	10	10	10	10	12
<i>Saskatchewan.</i>						
Assiniboia .....	"	20	20	20	20	21
Abernethy. ....	"	17	17	17	17	18
Purrows.....	"	16	16	16	16	17
Esterhazy .....	"	16	16	16	16	17
Indian Head.....	"	17	17	17	17	18
Moosomin .....	"	16	16	16	16	17
Moosejaw .....	"	18	18	18	18	19
Qu'Appelle.....	"	17	17	17	17	18
Regina.....	"	18	18	18	18	19
Yorkton.....	"	17	17	17	17	18
Expanse.....	"	19	19	19	19	20
Westerham.....	"	23	23	23	23	24
Vanguard .....	"	21	21	21	21	22
<i>Alberta.</i>						
Calgary .....	"	24	24	24	24	25
Carstairs .....	"	25	25	25	25	26
Edmonton.....	"	25	25	25	25	26
Medicine Hat.....	"	22	22	22	22	23
Macleod .....	"	24	24	24	24	25
Lacombe .....	"	25	25	25	25	26
Lethbridge .....	"	23	23	23	23	24
Red Deer.....	"	25	25	25	25	26
Strathcona.....	"	25	25	25	25	26
Wetaskiwin .....	"	25	25	25	25	26
Consort.....	"	24	24	24	24	25



SESSIONAL PAPER No. 10d

WESTERN RATES.

No. 37.—RATES, by rail, on Grain from Points in Alberta and Saskatchewan to Points in British Columbia for local delivery by Canadian Pacific Railway.

From Points in	To Points in									
	Rates per 100 lbs.									
	Westminster, B. C.	Fernie, B. C.	Cranbrook, B. C.	Nelson, B. C.	Grand Forks, B. C.	Golden, B. C.	Revelstoke, B. C.	Kamloops, B. C.	Vancouver, B. C.	Victoria, B. C.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Edmonton, Alberta.....	32½	27	29½	33½	35	25½	29½	32	32½	35
Camrose, Alberta.....	32½	26½	28½	32	35	25	27½	32	32½	35
Hardisty, Alberta.....	36½	28½	31	35	36	27	31	33½	36½	39
Swift Current, Sask.....	39½	26½	27½	32	35	30	32	35½	39½	42
Moose-Jaw, Sask.....	42	30	32	35	37	32	35	37½	42	44½
Calgary, Alberta.....	32½	19	22	27	31	16½	21½	27	32½	35
Medicine Hat, Alberta.....	32½	20½	22½	27½	31½	24	27½	32	32½	35
Regina, Sask.....	42	31½	33½	36	38½	33½	36	39	42	44½

NOTE.—The above rates apply on Barley, Rye, Wheat and Oats.

Rate by rail on grain for export from Moosejaw via Vancouver, B.C., is 28½c. per 100 lbs.; from Calgary via Vancouver, B.C., is 19½c. per 100 lbs.



7 GEORGE V, A. 1917

No. 37.—RATES, by rail, on grain from Fort William and Port Arthur by the Canadian Pacific Railway to the undermentioned points—*Continued.*

From Fort William and Port Arthur to Points in	Rate per 100 lb.
<i>Ontario.</i>	
	Cts.
Arnprior.....	20
Belleville.....	20
Brantford.....	20
Brockville.....	20
Carleton Place.....	20
Chalk River.....	20
Cornwall.....	20
Depot Harbour.....	20
Essex.....	22
Galt.....	20
Gananoque.....	22½
Guelph.....	20
Goderich.....	20
Hamilton.....	20
Ingersoll.....	20
Kempton.....	20
Kingston.....	20
London.....	20
Niagara Falls.....	20
Orillia.....	20
Owen Sound.....	20
Ottawa.....	20
Palmerston.....	20
Pembroke.....	20
Perth.....	20
Prescott.....	20
Peterborough.....	20
Toronto.....	20
Windsor.....	20
<i>Quebec.</i>	
Athelstan.....	25
Aylmer.....	22½
Beauharnois.....	23
Beauport.....	22½
Cookshire.....	27
Coteau Junction.....	20
Dorval.....	20
Gracefield.....	25
Howick.....	23
Huntingdon.....	24
Iberville Junction.....	23
Joliette.....	20
Knowlton.....	25
Levis.....	25
Montreal.....	20
Ormstown.....	24
Quebec.....	20
Rimouski.....	32½
St. Hyacinthe.....	23
St. Polycarpe Junction.....	20
Shawinigan Falls.....	20
Shawville.....	24
Sherbrooke.....	25
Sorel.....	26
Stanstead.....	27
Three Rivers.....	20
Valleyfield.....	20
Waterloo.....	25



SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain by Canadian Pacific Railway from Fort William  
dian Pacific Railway to the undermentioned points—*Continued.*

From Fort William and Port Arthur to Points in	Rate per 100 lb.
<i>New Brunswick.</i>	
Bathurst.....	32 <sup>1</sup> / <sub>2</sub>
Campbellton.....	32 <sup>1</sup> / <sub>2</sub>
Dalhousie Junction.....	32 <sup>1</sup> / <sub>2</sub>
Edmundston.....	32 <sup>1</sup> / <sub>2</sub>
Frédéricton.....	30
Grand Falls.....	32 <sup>1</sup> / <sub>2</sub>
Moncton.....	32 <sup>1</sup> / <sub>2</sub>
St. Jean.....	30
West St. John.....	30
Woodstock.....	35
<i>Nova Scotia.</i>	
Antigonish.....	35
Dartmouth.....	32 <sup>1</sup> / <sub>2</sub>
Glace Bay.....	42
Haliburton.....	32 <sup>1</sup> / <sub>2</sub>
Halifax.....	32 <sup>1</sup> / <sub>2</sub>
Mulgrave.....	36 <sup>1</sup> / <sub>2</sub>
Stillwater.....	37 <sup>1</sup> / <sub>2</sub>
Pictou.....	32 <sup>1</sup> / <sub>2</sub>
Sydney.....	37 <sup>1</sup> / <sub>2</sub>
Truro.....	32 <sup>1</sup> / <sub>2</sub>
Yarmouth.....	34
<i>Export Rates.</i>	
†Montreal.....	20
*West St. John. N.B., and Halifax, N.S.—	
Wheat.....	23·7
Oats and Barley.....	21·2
Flaxseed.....	37·3
Rye.....	21·2
Flour.....	22·3

†Rate includes switching to steamship wharves, also wharfage.

\*Applicable only on shipments consigned through to British and foreign countries, except Canada, the United States, Mexico, Newfoundland and Islands of St. Pierre and Miquelon.



7 GEORGE V, A. 1917

No. 37.- -RATES, by rail, on Grain from Georgian Bay and Lake Huron Ports by Canadian Pacific Railway to the undermentioned points—*Continued.*

From	To	Rate.
Goderich...	Ottawa.	10c per 100 lb.
"	Smith's Falls.....	10c. "
"	Prescott.....	10c. "
"	Sharbot Lake.....	10c. "
"	Arnprior.....	10c. "
"	Tweed..	10c. "
"	Agincourt.	8c. "
"	Peterboro..	10c. "
Port McNicoll....	Sharbot Lake.....	9c. "
"	Tweed.....	9c. "
"	Agincourt.....	7c. "
"	Peterboro.....	5c. "
Port McNicoll and Goderich..	Montreal.....	10c. "
"	Rivière du Loup..	22½c. "
"	Matapedia.....	22½c. "
"	Montmagny.....	19c. "
"	Fredericton, N.B.	20c. "
"	West St. John, N.-B	20c. "
"	Moncton, N.B.....	22½c. "
"	Woodstock, N.B....	25c. "
"	Halifax, N.S	22½c. "
"	Truro, N.S.....	22½c. "
"	Sydney, N.S.....	27½c. "
*Port McNicoll (for export to British and foreign countries, except Newfoundland)	Montreal..	5 6c. per bush.,wheat.
		3½c. " oats.
		4 2c. " barley.
		5 6c. " flax.
St. Pierre, Miquelon and United States..	West St. John ..	6 1c. " wheat.
		4 7c. " barley.
		3½c. " oats.
	St. John.....	6 1c. " flax.

\*The rates above quoted for Export grain include cost of elevation from steamer to lake port elevators and 30 days' storage therein. They also include *at Montreal* elevation and delivery to ocean steamers, and 20 days storage at that port.  
At West St. John there is an extra charge of  $\frac{2}{10}$  of a cent per bushel' which includes 30 days' free storage at that port.  
The above rates do not include fire insurance in the elevator.



## SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on grain from points in Manitoba, Saskatchewan, and Alberta  
dian Pacific Railway to the undermentioned points—*Continued.*

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Brandon . . . . .	Port Arthur . . . . .	13	13	13		14
Carmen . . . . .	" . . . . .	12	12	12		13
Emerson . . . . .	" . . . . .	12	12	12		13
Enterprise . . . . .	" . . . . .	13	13	13		14
Dauphin . . . . .	" . . . . .	15	15	15		16
Deloraine . . . . .	" . . . . .	15	15	15		16
Gladstone . . . . .	" . . . . .	13	13	13		14
Hartney . . . . .	" . . . . .	15	15	15		16
Minto . . . . .	" . . . . .	13	13	13		14
Neepawa . . . . .	" . . . . .	13	13	13		14
Portage la Prairie . . . . .	" . . . . .	12	12	12		13
Russell . . . . .	" . . . . .	15	15	15		16
Swan River . . . . .	" . . . . .	16	16	16		17
Swan Lake . . . . .	" . . . . .	13	13	13		14
Winnipeg . . . . .	" . . . . .	10	10	10		12
White Plains . . . . .	" . . . . .	12	12	12		13
Virden . . . . .	" . . . . .	15	15	15		16
<i>Saskatchewan.</i>						
Alask . . . . .	" . . . . .	25	25	25		26
Aberdeen . . . . .	" . . . . .	22	22	22		23
Battleford . . . . .	" . . . . .	23	23	23		24
Bengough . . . . .	" . . . . .	19	19	19		20
Blaine Lake . . . . .	" . . . . .	24	24	24		25
Carlyle . . . . .	" . . . . .	16	16	16		17
Conquest . . . . .	" . . . . .	23	23	23		24
Condie . . . . .	" . . . . .	18	18	18		19
Dalmeny . . . . .	" . . . . .	23	23	23		24
Dinsmore . . . . .	" . . . . .	23	23	23		24
Elrose . . . . .	" . . . . .	23	23	23		24
Estevan . . . . .	" . . . . .	17	17	17		18
Eston . . . . .	" . . . . .	24	24	24		25
Girvin . . . . .	" . . . . .	21	21	21		22
Gravelbourg . . . . .	" . . . . .	20	20	20		21
Hanna . . . . .	" . . . . .	25	25	25		26
Humboldt . . . . .	" . . . . .	21	21	21		22
Laird . . . . .	" . . . . .	23	23	23		24
Maryfield . . . . .	" . . . . .	16	16	16		17
Melfort . . . . .	" . . . . .	22	22	22		23
Moosejaw . . . . .	" . . . . .	18	18	18		19
Munster . . . . .	" . . . . .	21	21	21		22
Kindersley . . . . .	" . . . . .	24	24	24		25
Kipling . . . . .	" . . . . .	17	17	17		18
Prince Albert . . . . .	" . . . . .	23	23	23		24
Radville . . . . .	" . . . . .	18	18	18		19
Regina . . . . .	" . . . . .	18	18	18		19
Rosthern . . . . .	" . . . . .	23	23	23		24
Rosetown . . . . .	" . . . . .	24	24	24		25
Saskatoon . . . . .	" . . . . .	22	22	22		23
Von-la . . . . .	" . . . . .	22	22	22		23
Warman . . . . .	" . . . . .	22	22	22		23
Zealandia . . . . .	" . . . . .	23	23	23		24
Yorkton . . . . .	" . . . . .	17	17	17		18
<i>Alberta.</i>						
Calgary . . . . .	" . . . . .	24	24	24		25
Camrose . . . . .	" . . . . .	25	25	25		26
Edmonton . . . . .	" . . . . .	25	25	25		26
Fort Saskatchewan . . . . .	" . . . . .	25	25	25		26
Lamont . . . . .	" . . . . .	25	25	25		26
Lloydminster . . . . .	" . . . . .	24	24	24		25



7 GEORGE V, A. 1917

No. 37.—RATES, by rail, on Grain from points in Manitoba, Saskatchewan and Alberta by the Canadian Northern Railway to Port Arthur—*Continued.*

From Points in.	To	Rate per 100 Lbs.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		cts.	cts.	cts.	cts.	cts.
<i>Alberta—Con.</i>						
Alliance .....	Port Arthur.....	25	25	25	.....	26
Morinville.....	" .....	26	26	26	.....	27
Munson.....	" .....	25	25	25	.....	26
North Edmonton.....	" .....	25	25	25	.....	26
Sanqudo.....	" .....	27	27	27	.....	28
Stettler.....	" .....	25	25	25	.....	26
Spruce Grove.....	" .....	26	26	26	.....	27
Stony Plains.....	" .....	26	26	26	.....	27
Strathcona.....	" .....	25	25	25	.....	26
Sylvan Lake.....	" .....	26	26	26	.....	27
Vegreville.....	" .....	25	25	25	.....	26
Vermilion.....	" .....	24	24	24	.....	25

THROUGH RATES ON GRAIN AND GRAIN PRODUCTS FROM STATIONS IN WESTERN CANADA TO STATIONS IN ONTARIO, QUEBEC, MARITIME PROVINCES AND EASTERN UNITED STATES VIA PORT ARTHUR, ONT., AND ALL RAIL ROUTE WILL BE MADE BY ADDING TO THE RATES TO PORT ARTHUR, ONT., NAMED HEREIN, THE RATES FROM PORT ARTHUR TO THE DESTINATIONS SHOWN IN THE FOLLOWING TARIFFS:—

C.N.R. No. E. 779, C.R.C. No. E. 689 (not filed with I.C.C.), effective 15th October, 1915.

C.N.R. No. E. 801, C.R.C. No. E. 707, I.C.C. No. E, 187, effective 16th November, 1915.

C.N.R. No. E. 840, C.R.C. No. 740 (not filled with I.C.C.), effective 21st February, 1916.

C.N.R. No. E. 874, C.R.C. No. E. 770, I.C.C. No. E. 207, effective 23rd May, 1916.

C.N.R. No. E. 883, C.R.C. No. E. 778 (not filed with I.C.C.), effective 21st April, 1916.

C.N.R. No. E. 893, C.R.C. No. E. 788 (not filed with I.C.C.), effective 5th May, 1916.

C.N.R. No. E. 1018, C.R.C. No. E. 897 (not filed with I.C.C.), effective 10th January, 1917.

C.P.R. No. E. 2080, C.R.C. No. E. 2480 (not filed with I.C.C.), effective 10th December, 1912. Supplements thereto and reissues thereof.



## SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain from points in Manitoba, Saskatchewan and Alberta, by the Canadian Northern Railway to Duluth, Minn., and Superior, Wis.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Brandon.	Duluth and Superior, Wis.	13	13	13	13	14
Carman..	"	12	12	12	12	13
Deloraine..	"	15	15	15	15	16
Emerson.	"	12	12	12	12	13
Enterprise...	"	13	13	13	13	14
Dauphin.	"	15	15	15	15	16
Gladstone...	"	13	13	13	13	14
Minto...	"	13	13	13	13	14
Portage la Prairie.	"	12	12	12	12	13
Swan Lake..	"	13	13	13	13	14
Winnipeg...	"	12	12	12	12	13
White Plains.	"	12	12	12	12	13
Virden..	"	15	15	15	15	16
<i>Saskatchewan.</i>						
Alsask.	"	25	25	25	25	26
Aberdeen	"	22	22	22	22	23
Battleford	"	23	23	23	23	24
Bengough.	"	19	19	19	19	20
Blaine Lake...	"	24	24	24	24	25
Carlyle	"	16	16	16	16	17
Conquest	"	23	23	23	23	24
Condie..	"	18	18	18	18	19
Dalmeny...	"	23	23	23	23	24
Dinsmore..	"	23	23	23	23	24
Elrose	"	23	23	23	23	24
Estevan..	"	18	18	18		19
Eston..	"	24	24	24	24	25
Girvin.	"	21	21	21	21	22
Gravelbourg..	"	20	20	20	20	21
Humboldt..	"	21	21	21	21	22
Maryfield...	"	16	16	16	16	17
Moose Jaw.	"	18	18	18	18	19
Melfort	"	22	22	22	22	23
Meunster	"	21	21	21	21	22
Kindersley.....	"	24	24	24	24	25
Kipling	"	17	17	17	17	18
Prince Albert.	"	23	23	23	23	24
Radville..	"	18	18	18	18	19
Regina..	"	18	18	18	18	19
Saskatoon...	"	22	22	22	22	23
Vonda	"	22	22	22	22	23
Warman	"	22	22	22	22	23
Zealandia.....	"	23	23	23	23	24
Yorkton.	"	17	17	17	17	18
<i>Alberta.</i>						
Alliance	"	25	25	25		26
Calgary..	"	24	24	24	24	25
Camrose..	"	25	25	25	25	26
Edmonton.	"	25	25	25	25	26
Fort Saskatchewan...	"	25	25	25	25	26
Hanna..	"	25	25	25	25	26
Lamont...	"	25	25	25	25	26
Lloydminster	"	24	24	24	24	25
Munson.	"	25	25	25	25	26
North Edmonton.	"	25	25	25	25	26
Sangudo	"	27	27	27		28
Stettler.	"	25	25	25	25	26
Spruce Grove	"	26	26	26	26	27
Strathcona.	"	25	25	25	25	26
Sylvan Lake.	"	26	26	26	26	27
Vegreville...	"	25	25	25	25	26
Vermilion.....	"	24	24	24	24	25



7 GEORGE V, A. 1917

No. 37. RATES, by rail, on Grain from points in Manitoba, Saskatchewan and Alberta, by the Canadian Northern Railway to Vancouver and New Westminster, B.C.

From points in	To	DOMESTIC RATES. RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba.</i>						
Brandon.....	Vancouver and New Westminster, B.C.....	45	45	45		46
Carman.....	"	45	45	45		46
Emerson.....	"	45	45	45		46
Enterprise.....	"	45	45	45		46
Deloraine.....	"	45	45	45		46
Gladstone....	"	45	45	45		46
Hartney.....	"	45	45	45		46
Minto.....	"	45	45	45		46
Neepawa.....	"	45	45	45		46
Portage-la-Prairie.	"	45	45	45		46
Russell.....	"	45	45	45		46
Swan-River.....	"	45	45	45		46
Swan-Lake.....	"	45	45	45		46
Winnipeg.....	"	45	45	45		46
White-Plains.....	"	45	45	45		46
Virden.....	"	45	45	45		46
<i>Saskatchewan.</i>						
Alsask.....	"	39½	39½	39½		40½
Aberdeen.....	"	45	45	45		46
Battleford.....	"	40	40	40		41
Bengough.....	"	45	45	45		46
Blaine-Lake....	"	42	42	42		43
Carlyle.....	"	45	45	45		46
Conquest.....	"	42	42	42		43
Condie.....	"	42	42	42		43
Dalmeny.....	"	42	42	42		43
Dinsmore.....	"	42	42	42		43
Elrose.....	"	42	42	42		43
Eston.....	"	42	42	42		43
Estevan.....	"	45	45	45		46
Girvin.....	"	42	42	42		43
Gravelbourg.....	"	45	45	45		46
Hanna.....	"	32½	32½	32½		33½
Humbolt.....	"	45	45	45		46
Laird.....	"	42	42	42		43
Maryfield.....	"	45	45	45		46
Melfort.....	"	45	45	45		46
Moosejaw.....	"	42	42	42		43
Muenster.....	"	45	45	45		46
Kindersley.....	"	39½	39½	39½		40½
Kipling.....	"	45	45	45		46
Prince Albert.....	"	42	42	42		43
Radville.....	"	45	45	45		46
Regina.....	"	42	42	42		43
Rosthern.....	"	42	42	42		43
Rosetown.....	"	42	42	42		43
Saskatoon.....	"	42	42	42		43
Vonda.....	"	45	45	45		46
Warman.....	"	42	42	42		43
Yorkton.....	"	45	45	45		46
Zealandia.....	"	42	42	42		43



SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain from points in Manitoba, Saskatchewan and Alberta, by the Canadian Northern Railway to Vancouver and New Westminster, B.C.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
Alberta.		Cts.	Cts.	Cts.	Cts.	Cts.
Alliance.....	Vancouver and New Westminster, B.C.....	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Calgary.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Camrose.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Edmonton.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Fort Saskatchewan...	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Lamont. . . . .	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Lloydminster.....	"	35	35	35		36
Morinville.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Munson.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
North Edmonton	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Stettler.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Spruce Grove.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Stony Plains.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Strathcona.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Sylvan Lake.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Vegreville.....	"	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>		33 <sup>1</sup> / <sub>2</sub>
Vermilion... . .	"	35	35	35		36



7 GEORGE V, A. 1917

No. 37.—RATES, by rail, on Grain from Port Arthur, Fort William and Westfort, Ont., by the Canadian Northern Railway to points in Ontario and Quebec.

From	To	RATE PER 100 LBS.			
		Wheat.	Oats.	Barley.	Flax.
		Cts.	Cts.	Cts.	Cts.
Port Arthur, Fort William and Westfort, Ont. . . . .	Athens, Ont.....	20	20	20	
	Auroa, Ont....	20	20	20	
	Baden, Ont.....	20	20	20	23½
	Bancroft, Ont.	20	20	20	
	Beauport, Que.....	22½	22½	22½	22½
	Belleville, Ont..	20	20	20	
	Bowmanville, Ont	20	20	20	
	Brockville, Ont..	20	20	20	
	Capreol, Ont. . .	20	20	20	
	Chicoutimi, Que..	27	27	27	27
	Cobourg, Ont.	20	20	20	
	Colborne, Ont....	20	20	20	
	Cornwall, Ont....	20	20	20	
	Enterprise, Ont.	20	20	20	
	Harrowsmith, Ont.	20	20	20	
	Montreal, Que....	20	20	20	23½
	do do	* 15	15	15	
	North Bay, Ont...	20	20	20	
	Orillia, Ont.	20	20	20	
	Oshawa, Ont. . .	20	20	20	
	Ottawa, Ont	20	20	20	
	Port Hope Ont..	20	20	20	
	Quebec, Que . . .	20	20	20	23½
	Sault Ste. Marie, Ont...	20	20	20	
	do do	* 15	15	15	
	Shawinigan Falls, Que.....	20	20	20	
	Steelton, Ont	20	20	20	
	Toronto.....	20	20	20	23½
	do do	* 15	15	15	
	Yarker, Ont	20	20	20	
	Zephyr, Ont.....	20	20	20	

\*Will remain in effect until close of business November 30, 1916, and from April 30 to November 30, each year until withdrawn.



## SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain from Port Arthur, Fort William and Westfort, Ont., by the Canadian Northern Railway to points in Eastern United States.

From	To	DOMESTIC RATES. RATES PER 100 LBS.			
		Wheat.	Oats.	Barley.	Flax.
		Cts.	Cts.	Cts.	Cts.
Port Arthur, Fort William and Westfort, Ont.	Albany, N.Y.	26.1	22.6	22.6	36.2
"	Boston, Mass.	28.8	25.3	25.3	33.3
"	Brooklyn, N.Y.	26.8	23.3	23.3	37.3
"	Cambridge, Mass.	28.8	25.3	25.3	39.3
"	Huntingdon, Mass.	28.8	25.3	25.3	39.3
"	Hawthorne, N.Y.	28.8	25.3	25.3	39.3
"	Hoboken, N.J.	26.8	25.3	23.3	37.3
"	Martindale, N.Y.	28.8	25.3	25.3	39.3
"	Mount Hope, N.Y.	28.8	25.3	25.3	39.3
"	Newton, N.Y.	28.8	25.3	25.3	39.3
"	New York, N.Y.	26.8	23.3	23.3	37.3
"	Poughkeepsie, N.Y.	26.8	23.3	23.3	37.3
"	Springfield, Mass.	28.8	25.3	25.3	39.3
"	Webster, Mass.	28.8	25.3	25.3	39.3
"	White Plains, N.Y.	28.8	25.3	25.3	39.3
"	Worcester, Mass.	28.8	25.3	25.3	39.3
"	Yonkers, N.Y.	26.8	23.3	23.3	37.3
		Export Rates			
"	Boston, Mass.	23.7	21.2	21.2	37.3
"	East Boston, Mass.	23.7	21.2	21.2	37.3
"	Brooklyn, N.Y.	23.7	21.2	21.2	37.3
"	Hoboken, N.J.	23.7	21.2	21.2	37.3
"	New York, N.Y.	23.7	21.2	21.2	37.3
"	Weehawken, N.Y.	23.7	21.2	21.2	37.3



7 GEORGE V, A. 1917

No. 37.—RATES, by rail, on Grain from points in Manitoba, Saskatchewan and Alberta by the Grand Trunk Pacific to Fort William and Westfort, Ont., also Western Local Rates to Prince Rupert, B.C.

From Points in	To	To FORT WILLIAM RATES PER 100 LBS.					To PRINCE RUPERT (LOCAL.)				
		Wheat.	Oats.	Bar- ley.	Rye.	Flax.	Wheat.	Oats.	Bar- ley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
<i>Manitoba</i>											
Cabot..	Fort William or Westfort..	12	12	12	12	13	45	45	45	45	46
Gregg..	"	13	13	13	13	14	45	45	45	45	46
Lazare.....	"	15	15	15	15	16	45	45	45	45	46
Portage la Prairie.	"	12	12	12	12	13	45	45	45	45	46
Uno..	"	15	15	15	15	16	45	45	45	45	46
<i>Saskatchewan.</i>											
Asquith.....	"	23	23	23	23	24	42	42	42	42	43
Bradwell..	"	22	22	22	22	23	45	45	45	45	46
Fenwood..	"	17	17	17	17	18	45	45	45	45	46
Kelliher.....	"	19	19	19	19	20	45	45	45	45	46
Nokomis..	"	21	21	21	21	22	45	45	45	45	46
Punnichy	"	19	19	19	19	20	45	45	45	45	46
South Saskatoon..	"	22	22	22	22	23	42	42	42	42	43
Tate..	"	20	20	20	20	21	45	45	45	45	46
Venn.....	"	21	21	21	21	22	45	45	45	45	46
Watrous...	"	22	22	22	22	23	45	45	45	45	46
<i>Alberta.</i>											
Chauvin.....	"	24	24	24	24	25	39½	39½	39½	39½	40½
Edmonton.....	"	25	25	25	25	26	32½	32½	32½	32½	33½
Holden.....	"	25	25	25	25	26	32½	32½	32½	32½	33½
Ryley	"	25	25	25	25	26	32½	32½	32½	32½	33½
Viking.....	"	25	25	25	25	26	34½	34½	34½	34½	35½
Wainwright.....	"	24	24	24	24	25	39½	39½	39½	39½	40½



## SESSIONAL PAPER No. 10d

No. 37.--RATES via rail, on Grain and Grain Products from Montreal, Que., local and furtherance to outports in New Brunswick, Nova Scotia, Newfoundland and Prince Edward Island; also Export Rates from Armstrong, Ont., and Montreal, Que., to Europe, West Indies, Bermuda, South America, South Africa, etc., via the Canadian Government Railways to points mentioned below:—

## RATES ON GRAIN AND GRAIN PRODUCTS, FROM MONTREAL.

To	Local.	Furtherance to Outports in N.B. & N.S., Newfoundland and P.E. Island.	Applicable only on traffic for export to British and Foreign Countries except Newfoundland, Islands of St. Pierre and Miquelon the United States and Mexico.	Corn, ex. Water.	Wheat, Oats and Barley, ex. Water.
RATES IN CENTS PER 100 LBS.					
Villeroiy	7			7	5½
Quebec.	9			8	6½
Levis.....	9			8	6½
Montmagny...	9			10	10
Riviere du Loup	12½			11	12½
Mont Joli.....	14			11	13
Matapedia..	15			12	14
Campbellton...	15			12	14
Newcastle....	16½			12½	16
Chatham.....	16½			12½	16
Fredericton...	17½			13	15
Moncton.....	17½	(note 1) 14½		11	15
Pointe du Chêne	17½	(note 2) 14½		13	16
Petitcodiac...	17½			13	16
Sussex..	17½			13	16
St. John.	17½	(note 3) 14½	Grain, 13.3 Flour, 14.0 Other grain products 14.7	11	15
Sackville.	17½			11	16
Amherst.....	17½			11	16
Pictou...	17½	(note 4) 14½		12	16
Truro.....	17½			12	16
New Glasgow...	17½			12	16
Antigonish....	18½			15½	18½
Mulgrave...	18½	(note 5) 17½		15½	18½
Pt. Tupper..	20			17½	20
North Sydney...	20	(note 6) {18½ 18½		16	20
Sydney.....	20	(note 7) 13½		16	20
Dartmouth.				12	16
Halifax...	17½	(note 8) 14½	Grain, 13.3 Flour, 14.0 Other grain products 14.7	12	16

NOTE (1)—Applicable to Moncton, N.B., on shipments for furtherance by water to Bay of Fundy Ports.

NOTE (2)—Applicable to Point du Chêne, on shipments for Summerside, P.E.I., and Prince Edward Island Points via Summerside and Prince Edward Island Railway only.

NOTE (3)—Applicable to St. John, N.B., on shipments for furtherance by water to Bay of Fundy Ports or Ports on the South Shore of Nova Scotia, or by water and rail to points in Nova Scotia via Digby, N.S., and Dominion Atlantic Railway.

NOTE (4)—Applicable to Pictou, on shipments for Prince Edward Island, Magdalen Islands, and outports on the North Shore of Nova Scotia.

NOTE (5)—Applicable to Mulgrave, on shipments for Nova Scotia outports, (except Point Tupper, Port Hawkesbury, Port Hastings.)

NOTE (6)—Applicable to Sydney and North Sydney, on shipments for Newfoundland, Islands of St. Pierre and Miquelon or Cape Breton outports.

NOTE (7)—Applicable to Halifax or Dartmouth, N.S., on shipments for furtherance by water to points in Newfoundland, Islands of St. Pierre and Miquelon.

NOTE (8)—Applicable to Halifax or Dartmouth, N.S., on shipments for Magdalen Islands or Nova Scotia and Cape Breton Ports (except Glace Bay, Grand Narrows, Iona, Louisburg, Mulgrave, North Sydney, Point Tupper, Port Hawkesbury, Port Morien and Sydney.)



7 GEORGE V, A. 1917

EXPORT RATES FROM ARMSTRONG, ONT.

Applicable only on traffic for export to British and Foreign Countries except Newfoundland, Islands of St. Pierre and Miquelon, the United States and Mexico.

To	Barley, Oats, Rye.	Wheat.	Flaxseed.	Flour.	Other Grain Products.
	RATES IN CENTS PER 100 LBS.				
St. John, N.B..... } Halifax, N.S..... }	2 15	2 40	37 3	22 5	23 5



## SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain from Georgian Bay and Lake Huron Ports by Grand Trunk Railway to the undermentioned points.

From	To	Rate.
Midland...	Kingston.....	7½c. per 100 lbs.
"	Peterborough.	5c. "
Goderich....	London.....	4½c. "
Midland.....	Toronto.....	5½c. "
Goderich.....	"	6c. "
Owen Sound..	"	5½c. "
All Ports.....	Montreal.....	10c. "
"	Three Rivers...	15c. "
"	Sorel	16c. "
"	Quebec.....	15c. "
"	Sherbrooke....	15c. "
"	Stanstead.....	17c. "
Collingwood....	{	20c. "
Depot Harbour...		20c. "
Goderich.....		20c. "
Midland.....		20c. "
Port Colborne.		20c. "
Tiffin.....	{	20c. "
Collingwood....		22½c. "
Depot Harbour...		22½c. "
Goderich.....		22½c. "
Midland...		22½c. "
Port Colborne.	{	22½c. "
Tiffin.....		22½c. "
All Ports .....	Montreal (export)	5·6 per bush. wheat.
"	" "	5·6 " flax.
"	" "	5·1 " rye.
"	" "	4·3 " corn.
"	" "	4·2 " barley.
"	" "	3¼c. " oats.
"	*St. John & Portland (export).	6·1 " wheat.
"	" "	6·1 " flax.
"	" "	5·6 " rye.
"	" "	4·8 " corn.
"	" "	4·7 " barley.
"	" "	3·50 " oats.
"	Halifax (export)	6·7 " wheat.
"	" "	6·66 " flax.
"	" "	6·16 " rye.
"	" "	5·36 " corn.
"	" "	5·18 " barley.
"	" "	3·82 " oats.

\*St. John applies only on shipments in bags.

The rates above quoted for Export grain are exclusive of insurance, but include cost of elevation from steamer to lake port elevators and storage therein for 15 days from Sept. 1st to Dec. 15th, and 30 days from Dec. 16th to Aug. 31st. They also include at *Montreal* elevation and delivery to ocean steamers, and 20 days storage at that port.



7 GEORGE V, A. 1917

No. 37.—RATES, by rail, on Grain from points in Manitoba, by the Great Northern Railway to Duluth.

From Points in	To	RATE PER 100 LBS.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
<i>Manitoba.</i>		Cts.	Cts.	Cts.	Cts.	Cts.
Brandon.....	Duluth, Minn., Superior, Wis., St. Paul, Minn., and Minne- sota Transfer, Minnesota..	13	13	13	13	14
Boissevain.....	“ “	13	13	13	13	14
Minto.. . . .	“ “	13	13	13	13	14
Wakopa.....	“ “	13	13	13	13	14
Portage la Prairie.....	“ “	12	12	12	12	13
Carman.....	“ “	12	12	12	12	13
Plum Coulee.....	“ “	12	12	12	12	13
Morden.....	“ “	12	12	12	12	13



## SESSIONAL PAPER No. 10d

No. 37.—RATES, by rail, on Grain from Port Arthur, Fort William and Westfort, Ont., by the Canadian Northern Railway to points on the Canadian Government Railways in Quebec and Maritime Provinces.

From.	To.	RATE PER 100 LBS.			
		Wheat.	Oats.	Barley.	Rye.
		Cts.	Cts.	Cts.	Cts.
Port Arthur, Fort William, and Westfort, Ont.	Abenakis, Que.	30	30	30	30
"	Antigonish, N.B.	35	35	35	35
"	Armagh, Que.	30	30	30	30
"	Baird, Que.	25	25	25	25
"	Brookfield, N.S.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Cabano, Que.	41 $\frac{1}{2}$	41 $\frac{1}{2}$	41 $\frac{1}{2}$	41 $\frac{1}{2}$
"	Campbellton, N.B.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Chatham, N.B.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Dalhousie, N.B.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Dawson, Que.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Digby, N.S.	W. 38 S. 36	38 36	38 36	38 36
"	Edmundston, N.B.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Elmsdale, N.S.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Filteau, Que.	25	25	25	25
"	Glace Bay, N.S.	W. 42 S. 39	42 39	42 39	42 49
"	Halifax (Local) N.B.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	" (Note 5), N.S.	26	26	26	26
"	" (Note 6), N.S.	29	29	29	29
"	Levis, Que.	25	25	25	25
"	Lourdes, Que.	27	27	27	27
"	Matapedia, Que.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Moncton (Local), N.B.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	" (Note 1), N.B.	W. 32 $\frac{1}{2}$ S. 27	32 $\frac{1}{2}$ 27	32 $\frac{1}{2}$ 27	32 $\frac{1}{2}$ 27
"	Montmagny, Que.	29	29	29	29
"	Mulgrave (Local), N.S.	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$
"	" (Note 8), N.S.	W. 33 $\frac{1}{2}$ S. 31	33 $\frac{1}{2}$ 31	33 $\frac{1}{2}$ 31	33 $\frac{1}{2}$ 31
"	Mont Joli, Que.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	New Glasgow	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	North Sydney (Local)	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$
"	" (Note 10)	W. 34 $\frac{1}{2}$ S. 32	34 $\frac{1}{2}$ 32	34 $\frac{1}{2}$ 32	34 $\frac{1}{2}$ 30
"	Owen, Que.	30	30	30	30
"	Petitcodiac, N. V.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Port Elgin, N.B.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Pugwash, N.S.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Rimouski, Que.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Riviere du Loup, Que.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	St. John N.B. (Local)	30	30	30	30
"	" (Note 2)	27	27	27	27
"	" (Note 3)	27	27	27	27
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"	Sackville, N.B.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Shediac, N.B.	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$
"	Shippegan, N.B.	43 $\frac{1}{2}$	43 $\frac{1}{2}$	43 $\frac{1}{2}$	43 $\frac{1}{2}$
"	Springfield, N.S.	38	38	38	38
"	Sydney, N.S.	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$
"	" (Note 10)	W. 34 $\frac{1}{2}$ S. 32	34 $\frac{1}{2}$ 32	34 $\frac{1}{2}$ 32	34 $\frac{1}{2}$ 32
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## NOTES.

- NOTE 1.—Applicable to Moncton, N.B., on shipments for furtherance by water to Bay of Fundy ports, or by rail to the following points on the Salisbury & Albert Railway:—Albert, Hillsboro, Hopewell Hill, and Riverside, N.B.
- NOTE 2.—Applicable to St. John, N.B., on shipments to be forwarded from St. John, by rail, to St. Martin's, N.B.
- NOTE 3.—Applicable on shipments for furtherance by water to Bay of Fundy ports or ports on the south shore of Nova Scotia, or by water and rail to points in Nova Scotia via Digby and Dominion Atlantic Railway.
- NOTE 5.—Applicable to Halifax or Dartmouth, N.S., on shipments for furtherance by water to points in Newfoundland and Islands of St. Pierre and Miquelon.
- NOTE 6.—Applicable to Halifax or Dartmouth, N.S., on shipments for Madgalen Islands, or Nova Scotia and Cape Breton ports (except Glace Bay, Grand Narrows, Iona, Louisburg, Mulgrave, North Sydney, Point Tupper, Port Hawkesbury, Port Morien, and Sydney).
- NOTE 8.—Applicable to Mulgrave, N.S., on shipments for Nova Scotia and Cape Breton outports (except Point Tupper, Port Hawkesbury, and Port Hastings).
- NOTE 10.—Applicable to Sydney or North Sydney, N.S., on shipments for Newfoundland, Islands of St. Pierre and Miquelon, or Cape Breton ports.



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